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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

May 24 1973 Volume 51 No 8

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Slow lap at Zolder? No, digging up the hairpin on Friday prior to re-surfacing on Saturday.



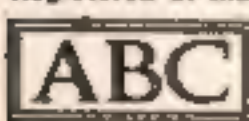
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AUTOSPORT, MAY 24, 1973

## EDITORIAL

### CSI ineffectuality

Motor racing is guided as are other human affairs by two forces: strong personalities or strong laws. At Zolder last weekend, during practice for the Belgian Grand Prix, existing regulations were not invoked and a clash of wills brought the top echelon of international motor racing to a complete halt. Because they considered the track surface had become dangerously unsuitable, the Grand Prix Drivers' Association refused to continue practising until the race organizers accepted in writing the responsibility for cancelling the event if last-minute repairs proved futile.

For several hours the organisers, the Royal Automobile Club of Belgium, refused to sign, for obviously a great deal of money was going to be lost by the first party to call off the race. An appeal to the chief CSI man on the scene found him in conflict with his parallel relationship with the RACB, and he declined to take a stand. Eventually one side broke and practice did continue and in fact the patched surface held up adequately — until Sunday, when the wholesale destruction of delicate machinery together with the generally processional nature of the race itself indicated that the GPDA stand had been correct.

What was not correct was that the situation had been allowed to reach the point of impasse. This is not the first time by any means that the FIA-CSI have shown ineffectuality, and in letting the Zolder race go down well beyond the wire — there is supposed to be a 60-day deadline by which time a circuit should be completely ready for racing — they must bear the primary blame for the eventual complete dissolution of all government last Saturday.

Clearly, there is a slackness that needs tightening. At the time of going to press, the revisions to the Monaco circuit had not been passed 11 days before practice is to begin, and our man at Zandvoort reports surface dramas at the site of the Dutch round as well. This is not to predict that either venue will see GP racing grind to a stop as at Zolder — but it would seem that at present there is no regulatory machinery to prevent it happening.

#### our cover picture

François Cevert's Tyrrell leads the BRMs of Clay Regazzoni and Niki Lauda while climbing up the field to take second place behind teammate Jackie Stewart. Pete Lyons' report starts on page 16.

Photo : Peter Burn





It's finally appeared: the F2 Lotus Texaco Star was announced at Zolder last weekend. The front end features torsion bar springing and inboard brakes, cast uprights and a wide shovel nose.

## Texaco Star F2 ready

Team Lotus' long-awaited new F2 car, the Texaco Star, was finally revealed at Zolder on race morning. The car has numerous exciting features which are new in F2, although many of them have already been seen on the team's JPS Formula 1 cars.

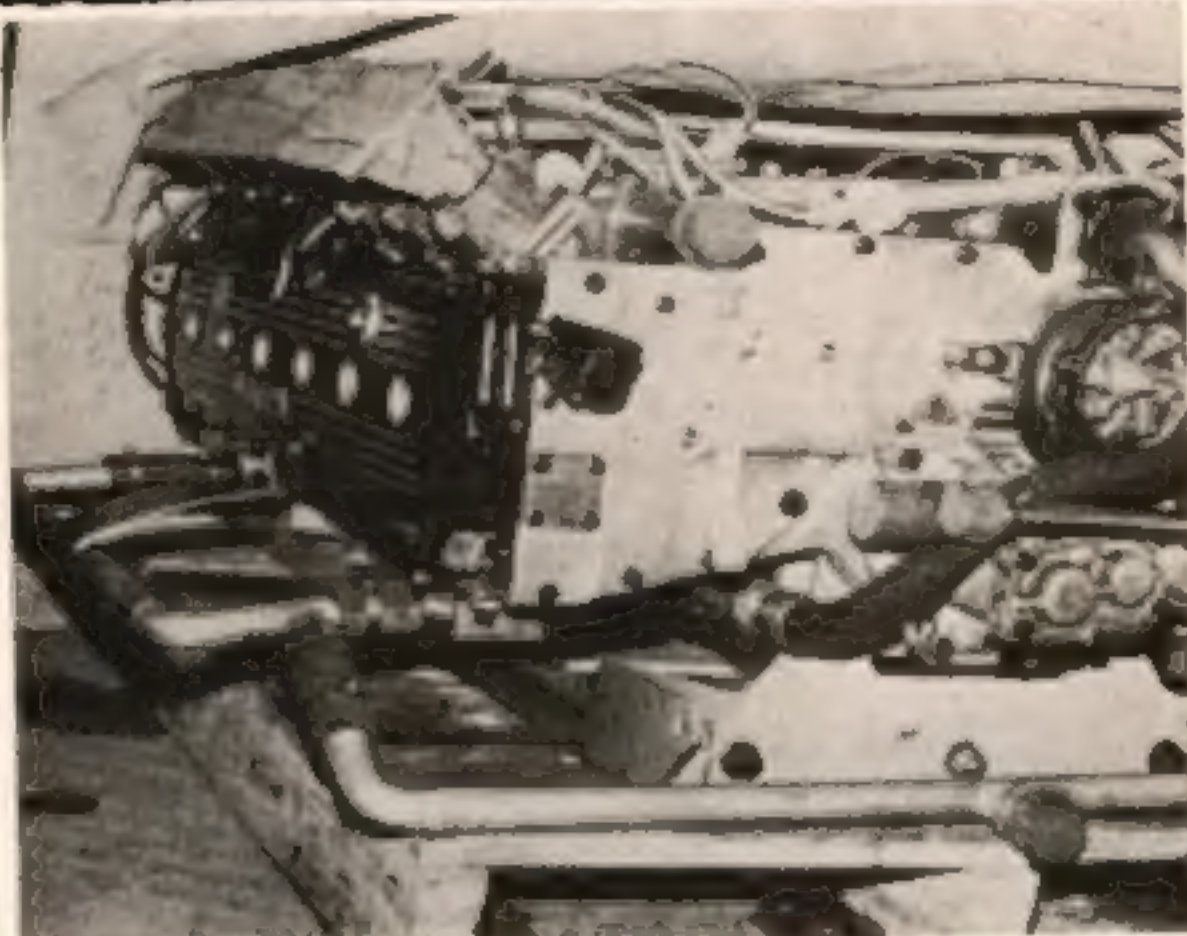
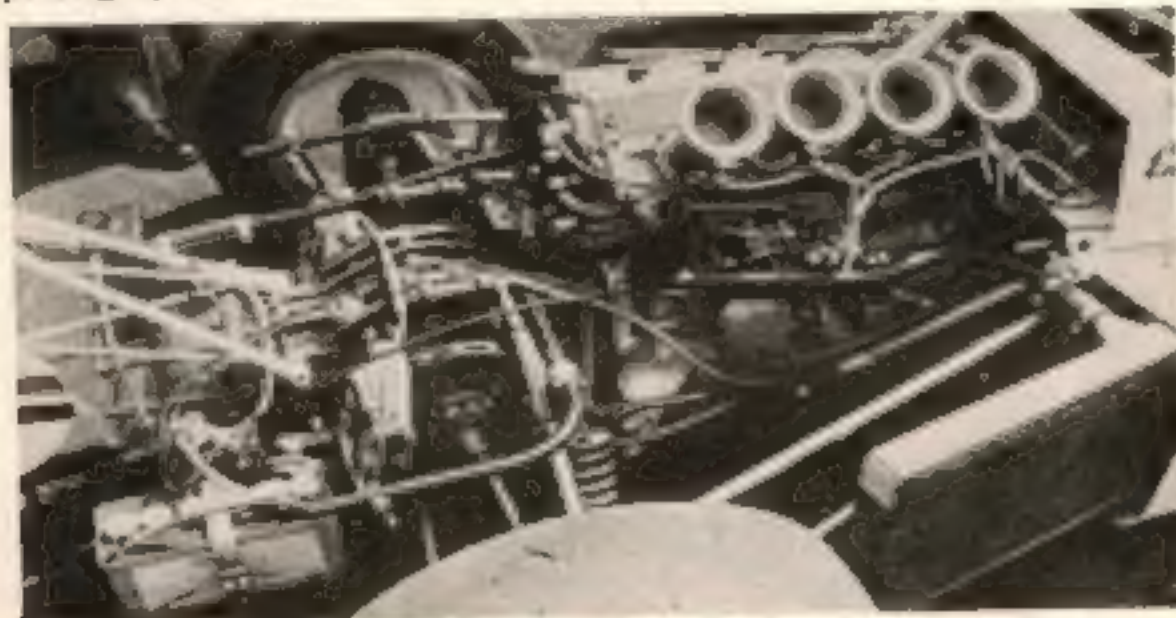
The Star is entirely the work of Ralph Bellamy, who has plumped for a straightforward sheet-alloy monocoque chassis incorporating such well established Lotus features as all-in-board brakes and torsion bar suspension, although the rear suspension has conventional coil springs.

However, the Star shows some new lines or aerodynamic thought for Team Lotus, including a wide "shovel" nose, and it seems logical to believe that these will be seen when the new F1 JPS appears later in the year.

Following a lot of work in the Specialised 'Mouldings' wind tunnel, the Star has an ingenious radiator system. Like the JPS the radiators are side-mounted, but there is only one water radiator. This is mounted on the right-hand side in a sort of pannel which creates a low-pressure area behind the radiator core. The oil radiator and tank are on the opposite side of the car, balancing out the weight of the engine, which is inclined at 19 degrees from the vertical.

The Lotus-Novamotor engine, in spite of fiery testing set-backs, is already showing promise. Both Ronnie Peterson and Emerson Fittipaldi (who should both be racing Stars at Nivelles on June 10) are very pleased with the handling of the car so far, and say it should be competitive when the engine is fully sorted.

The rear suspension is conventional but the main novelty is the placing of the radiators almost flush with the side of the monocoque.



This, believe it or not, is a flat 12 Matra engine which is thought to be undergoing tests at Velizy. It is uncertain whether it is an old project or experimental unit for future F1 or sports car use.

## Indy qualifying

The second weekend of Indianapolis qualifying was notable principally for the bumping of Sam Posey. Posey tried to qualify again in what was supposedly his second car, but a close check by the scrutineers revealed that the car was, in fact, the same car with which Posey had qualified last weekend. One is allowed just one qualifying effort at Indy, so Sam was excluded and had to rely on his first weekend effort.

It was George Snider who bumped Posey, doing a 190.355 mph with one of AJ Foyt's Coyote-Foyt/Fords. Snider moves into the 30th place on the Indy grid. 31st is Bob Harkey's Eagle at 189.733 mph, 32nd Sam Sessions (Eagle-Foyt/Ford) at 188.986 mph and 33rd Jim McElreath (Eagle-Offy).

The biggest development at Indy last weekend was Andy Granatelli's statement that a speed limit of 160 mph should be imposed at the Indiana oval. "We must face the fact that our cars are going too fast for human control. We must slow them down and do it in the most simple and inexpensive manner." Granatelli proposed that the cars be limited to 200 gallons of fuel for the race as opposed to the present 350 gallons limit.

"The present limit is preposterous," Granatelli said, "but a 200 gallon would force everybody to reduce horsepower in an attempt to cut down on fuel consumption."

Last week a USAC official blamed Art Pollard's death on the increasing aerodynamic sophistication and said that wings should be banned. It appears that the time is ripe for a change at Indianapolis.

## Purley's F1

Formula Atlantic star David Purley will be making his F1 world championship debut at Monaco this year. It was announced early this week that he would drive a works supported March 731 sponsored by LEC Refrigeration. Purley will do the British, Dutch, German and Austrian GPs with the March. The F1 races will not however clash with his Yellow Pages and BP Atlantic commitments. Purley is currently well placed in both championships.

This will not be the first time that the Sussex driver has driven an F1 car. Last year he hired a March 721G for the Rothmans 50,000 and after crashing in practice went very well in the race until the car caught fire. He also entered the Connex in the John Player Victory Meeting at the end of the year but the engine blew up on the warming up lap.



David Purley—F1 March

Incidentally David was taken to hospital following the first corner incident at Silverstone last Sunday in the Atlantic race as he was rather dazed after Cyd Williams had flown over the top of him leaving tyre marks on his helmet. We are glad to say he soon recovered.



# Pit and Paddock

## G1 RAC championship

At an RAC Competitions Committee meeting yesterday afternoon (Wednesday), a decision to make next year's British Touring Car Championship for Group 1 saloon cars, was expected.

Many parties—notably promoters, organisers and the RAC—have expressed their disappointment with the unsatisfactory state of Group 2 racing this year, and even some of the Group 2 rounds planned later this year in jeopardy.

Originally, the earliest the British Touring Car Championship could be changed from Group 2 to Group 1 was January 1, 1978. However, with production saloon car racing thriving at club racing and Group 2 going through a rough patch, the promoters are anxious to make the change next year. Although protests from Group 2 entrants are sure to be vehement, two major promoters gave the impression to us before the RAC meeting, that they had no intention of staging Group 2 races next

year.

If the expected decision to switch the championship is made, one popular theory is that there will be two Group 1 championships next year. The RAC British Touring Car Championship will be run to full FIA Group 1 regulations with classes by capacity while the national championships at club level are expected to be restricted to cars of European manufacture and will be classed by price. The regulations for the national championships are expected to be the same as the RAC regulations issued for this year's production saloon car races which vary slightly with the FIA rules.

Apart from classing cars by capacity, the FIA regulations as per Group 1 Appendix J vary in such regions as permitting racing tyres, and such items as seats and steering wheel are free. However, at club level the RAC regulations are expected to keep to "road tyres" for next year.

## Atlantic GRD for Bev Bond

Custom Made/Harry Stiller Racing Team will be a new name on the Formula Atlantic entry lists as from this weekend. They have bought a GRD Atlantic car for Bev Bond to contest all the remaining Yellow Pages and BP rounds.

Custom Made Window Company of Poole is the Custom Made half of the entrant who make double glazed windows and doors and their managing director has joined forces with former F3 driver and now Tuckon Leisure Park owner Harry Stiller to provide the car for former F3 star Bond.

The GRD, which will be in Custom Made colours of blue and silver, will be powered by a RES BDA and will make its debut at Brands Hatch this Sunday.

Bev Bond—Atlantic GRD



## F2 positions

Following the complimentary round of the European F2 championship at Kinnekulle last Sunday the positions are becoming very close. The table reads: Jean-Pierre Jarrier, 27; Patrick Depailler, 21; Bob Wollek, 16; Derek Bell, 10; Jochen Mass, 9; Dave Morgan, Vittorio Brambilla, 8; Gerry Birrell, Jean-Pierre Jaussaud, Mike Beuttler, 6; Sten Gunnarsson, 5; Wilson Fittipaldi, John Lepp, 3; Colin Vandervell, Richard Scott, Roger Williamson, 2; Jacques Coulon, Bill Gubelmann, Silvio Moser, Bob Saltsbury, 1. Beuttler's score is still subject to the Thruxton enquiry.

The situation is not quite as the table however because of the complimentary race situation. Jarrier and Depailler can score from two more B rounds while Wollek has just one more. Bell has four B rounds to score from still if he does any more F2, while Mass has another two chances.

## Donington W163

The car which the Donington Collection was acquiring from behind the Iron Curtain but which Tom Wheatcroft was being so secretive about is a Mercedes W163. The W163 was the ultimate in the development of Germany's six year domination of Grand Prix in the 30s. The car was used in the shortened 1939 season by Hermann Lang and Rudolf Caracciola. The car used a 1938 W154 chassis with a modified 3-litre twin stage supercharger and streamlined body. The engine is an W163 which had two superchargers in series, a large unit blowing into a smaller one which fed the engine.

Post war some of the W163s raced at Indianapolis and in the Argentine but were unable to reproduce their pre-war form. The Donington car, which incidentally is in fairly good condition, is the only complete example outside the Daimler Benz Museum in Stuttgart. The car will be on show in its present state for six weeks before being restored.

## Sports car union

The Castrol/MN sports car contenders, seeing their Formula in fairly poor state, have formed themselves into the Sports Racing Association in order to get a better deal for sports car racing in Britain. They intend to do this by making promoters, spectators and competitors aware of their Formula as a different category from the normal single seaters and saloons. They also hope to attract more existing cars to the championship by getting a better financial deal.

## Rousselot's F3 March

French F3 driver Pierre-François Rousselot will be making a comeback to the formula in the near future with a brand new March 733. Rousselot was one of the leading runners in F3 in 1971 with a Brabham BT35 but last year was rather disappointing when he came to live in England and raced a GRS-run GRD. So far he has not raced this season.

## Huckle retires

Gordon Huckle one of the founder directors of GRD announced this week that he would be retiring from motor racing next month. Huckle was one of the top Lotus mechanics for many years looking after the Team Lotus/Jochen Rindt combination. At GRD he was in charge of the development of the F3 cars and running the GRS contracted customers. Huckle has decided, however, that he no longer wants all the travel and long hours involved in racing and has bought a shop in Norfolk with his wife.

Alastair Dimock, chief F2 mechanic has been transferred to the management side of GRD and will be responsible for the running of the F3 cars for the remainder of this year.

Tyrell 0072? François Cevert tried 005 briefly in practice fitted with a JPS nose for the first time. The NACA duct in the nose feeds the oil radiators. On the right is what the state of the Zolder track was like at the Hairpin on Friday when the drivers were refusing (understandably?) to race. More details on page 16.





# PAGE TOURS

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## Pit and Paddock

### No DART F2: Walker in S73

In a shock announcement last week DART Racing with GRD announced that they would not be contesting the European F2 championship with Dave Walker after all. Walker was to have made his F2 debut with the dark blue 273 at Nivelles having missed the earlier rounds of the championship waiting for his broken leg to heal properly.



Dave Walker — quick in sports car.

The decision not to run the car was taken after Pau when team patron Denys Dobbie decided that it would be virtually impossible for Walker to catch championship leader Jean-Pierre Jarier and he and GRD boss Mike Warner decided that it would not be worth putting in all the money that is needed to run an F2 outfit. Thus the FIA prize money scale has claimed another competitor as the DART team is the fourth to drop out of F2 so far this year.

Walker however will remain number one DART driver and will contest the European 2-litre

sports car championship. He tested the DART-GRD sports car for the first time last week at Snetterton, which incidentally was the first time he had driven for six months and the first time he had ever sat in a sports car, and in 30 laps got down to a 1 m 23.8 s which is two seconds quicker than the car has ever gone. It was fitted with a Chevy Vega engine but it suffered yet another cracked block and has now been discarded. Walker's first race in the car will be at the new Arras circuit this Sunday when he will use a BDG engine.

Instead of running the F2 car Denys Dobbie is putting some of the money into a second DART F3 car which will be run alongside Alan Jones' car which is currently leading the John Player championship. The first appearance of the second car will be at Monaco when, as previously announced, Jacques Coulon will be the driver. No driver has yet been announced to drive the car for the rest of the season.

Mike Warner will be announcing a couple of exciting GRD projects in the near future about GRD's expansion in the commercial racing car market. All he will say at the moment is that he has decided to stick to the selling of racing cars for the next couple of years at least and consequently the F1 project which was due for completion by the end of this year has been postponed at least until the end of 1974 despite several tempting offers from leading F2 private entrants.

### Perkins wins

Up and coming Australian F3 driver Larry Perkins scored his first win at La Chartre last Sunday. The race was a French championship round and heading the field in practice was Jacques Laffite's Martini. Jean-Pierre Paoli (Martini), Christian Ethuin (Martini), Jean Max (Martini) and Perkins (GRD) were next up on the 2-2 grid. The race was won by Paoli but he was disqualified for a leaking air box so Perkins was declared the winner no less than five laps ahead of second place man Bernard Beguin (Martini). Laffite was third seven laps down, Jean Max fourth 11 laps down and fifth was Max Bonin, would you believe, 27 laps behind.

The 2-litre sports car race was won by American Jim Busby in his Barclays Lola from Freddy Grainal's Lola T290.

● It seems almost certain the Ecurie Filipinetti will be disbanded following the death of the patron George Filipinetti. The racing manager of Filipinetti, Nello Ugolini, announced in Modena last weekend that the team would not be going to La Mans and that it was unlikely that they would do any more racing.

### Lloyd's plans

Richard Lloyd's Chevrolet Camaro Z28—entered by A. J. Rivers Racing—will be competing in the Spa 24 Hours when Lloyd's co-driver will be Dave Brodie. This event will mark a concerted attack by the Rivers team on the Group 1 class, this being their first European event.

In addition, Richard Lloyd is expected to drive a Camaro in the Avon Motor Tour of Britain, and plans are currently being finalised for this prestigious event. Lloyd's Camaro, which will continue to be used in all the British production saloon championship rounds, is now supported by The American Car Centre, which is headed by former Formula 2 and Formula 3 driver Stephen Ouvaroff. Incidentally the RAC have still not issued any official comment regarding the car's disqualification on Good Friday.

● The Austin Allegro scored its first competition victory last Saturday just three days after its announcement. A 1500 version was entered by Linden Garage of Maidenhead in the Oxford Mail Autotest meeting at Drayton. The Allegro won the class by well over a second and finished second overall.

### Tour teams

Ford have announced their team for the Avon Motor Tour of Britain, which is staged on July 6, 7 and 8. Ford of Britain have entered three 3-litre Capris—aiming for the Manufacturer's team prize—and these will be driven by Roger Clark/Tony Mason, Prince Michael of Kent/Nigel Clarkson and Dave Matthews/to be nominated, while a Ford Consul will also be entered for Vern Schuppan/Ed McDonough.

Another exciting entry for this glamorous event is a Citroen SM, entered by Autocar, and driven by Howden Ganley who will have Autocar's sports editor Ray Hutton as co-driver. This will be Ganley's first European rally, although he did compete in the North Island rally in New Zealand in 1961 driving a tuned Ford Zephyr. Ganley, incidentally, carried out the initial testing for the Citroen SM which Mike Beckwith used last in last year's production saloon car races.

BMW's line-up for the event is headed by a couple of 3-litre BMW S16 which will be driven by Tony Lanfranchi and Roger Bell with Tony's brother Malcolm partnering the former and Peter Wallace helping out Bell. BMW will also be fielding a 2002 Ti for Wendy Markey/Jenny Dell—favourites for the Ladies award—while a private BMW contender is a 2002 Ti for Chris Slater/Henry Liddon.

### Friswell's March

Geoff Friswell last year's Shell Clubman's Champion who has had such a terrible year with his Formula Atlantic Surtees TS15 will be racing again soon in a March 73B. After writing the TS10 off at Mallory a few weeks ago he thought he would be unable to continue this year but with help from a couple of local firms, Brandon Motors and Ajax Engineering he has been able to buy a new March which will be fitted with his engine and old gearbox. Friswell said that March had been most helpful in getting a car for him which should be ready for Thruxton.

### Walkinshaw's works Myson FA GRD



Tom Walkinshaw — works FA.

### French GP at Dijon in 1974

At a meeting of the French organising body, the FFSA, last weekend it was decided that the French Grand Prix would be held at Dijon in 1974. This year the race is at Paul Ricard having been at Clermont Ferrand in 1972. The plan is now to alternate between Ricard and Dijon. The Dijon circuit has yet to hold an F1 race although it did play host to a world championship sports car race earlier this year.

The Clermont circuit, which utilises public roads, will probably not be used again. Last year it came in for a great deal of criticism because of the rough kerbs and the enormous amount of stones which were thrown up.

### Parsons suspended

Current leader of the STP Formula Ford Championship Dick Parsons has had his licence suspended for six months and has been fined, for tampering with the seal which was placed on the engine of his Formula Ford Royale by an RAC scrutineer at a recent meeting.

● The FIA have confirmed that the FVD F2 engine, which was thrown out by the scrutineers at Pau has not been homologated. They have received an application for the head to be homologated but no decision can be reached before the next homologation meeting on July 1.

● Today (Thursday) sees the introduction of the Open Commodore GS 2.8 to the British market replacing the 2.5 Commodore GS. The luxury high performance GS 2.8 will be available in both two- and four-door versions retailing at £2622.76 and £2616.90 respectively including all taxes. Limited slip diffs are also standard and many people are already thinking about it as a strong G1 contender.



## USAC split from FIA

The pot that had been boiling for some time finally blew its lid last weekend when the United States Auto Club announced its intention to withdraw from ACCUS—the Automobile Competition Committee of the United States—effective at the end of this season.

ACCUS has served as liaison between American sanctioning groups and the world governing body, the FIA, and its competition arm the CSI. The bone of contention has been driver interchange, or the listing of certain races as "full internationals" on the annual FIA calendar, thus permitting drivers from any organisation to run them.

USAC feels that there have been too many full internationals at which its drivers have been competing. It also feels that the Sports Car Club of America's drive to get this kind of wide-open listing for the L&M Championship Formula 5000 series was a final straw, since the F5000 cars rival those of the Championship trail, which—with the exception of the three 500-mile races at Indianapolis, Pocono and Ontario—has been having its problems not just with poor attendance by fans, but growing reluctance by major teams to run these poor-paying races.

In practical terms, if the USAC announcement is taken literally, even the Indy 500 could be denuded of some of its more interesting drivers. Taking this year's entry field as an example, Mark Donohue and Jerry Grant, both of whom have already dropped their USAC licences, would not run. Neither would the basically road-racing racers like Peter Revson, David Hobbs, and potential Rookie-of-the-Year Graham McRae. Nor would NASCAR's Bobby Allison.

Many drivers would have to choose between USAC's very limited opportunity, once you get beyond the 500s, and the wider world of racing. On the hot seat would be people like Sam Posey, Mike Hise and even a Mario Andretti.

Now, USAC has said it would work out driver interchange with other organisations on a race-by-race basis, but the expectation here is that SCCA, NASCAR, and other US members of ACCUS, would band together and ask FIA to boycott USAC events to shake up that organisation into realising exactly what it is doing.

What it is doing, in essence, is returning to a policy of decades ago, a policy that effectively saw USAC off on a limb by itself and atrophying with dinosaur-like cars that were a joke for any kind of racing except the USAC Trail. A USAC cry is that "we must protect our stars," but then the list reads like an old man's convention: Foyt, Leonard, the Unsers, Simon, Sessions, Rutherford, Hurtubise, McCluskey, Kenyon, et al.

There are a few young potential stars like Bettenhausen, Parsons, Vukovich, Krisloff, to name a few. It is interesting to see how many of them are sons of ex-stars of USAC, which suggests a certain parochialism on the part of the sanctioning group, car owners and backers.

At a time when auto racing in the United States is in some trouble, with critics taking snipes at it in terms of the energy crisis, not to mention safety, when the spectre of anti-noise legislation just about eliminating racing is becoming more of a possibility each passing day; when attendance is stagnant in some areas of the sport (while others admittedly are growing); when the costs of racing are so high that teams need a variety of racing and opportunities to win some cash, it is incredible that USAC is taking this kind of step.

Even former USAC President Tom Binford, now head of ACCUS, judges the USAC decision to be one "detrimental to the sport" and decries it, but that will fail to sway the present solons of the organisation. They have a history of ignoring the desires of public, teams, drivers, promoters, just about anyone outside their tight, little circle.

They have a history of ignoring technical advances, realities of situations, changing tastes within their potential publics, just about anything that you might expect a professional group to consider to better their position in a competitive world.

This time the USAC solons may not have just blown the lid but spilled the whole pot.

### INTERNATIONAL DIARY

May 20/27 Paris-50, Raphael Faminin, France (European Rally Championship for Drivers, round 11).

May 23/26 Acropolis Rally, Greece (World Rally Championship, round 6).

May 25/27 Wiesbaden Rally, Germany (European Rally Championship for Drivers, round 12).

May 27 Nurburgring 1000 Kms, Germany (World Championship for Makes, round 7).

World 500, Charlotte, USA (NASCAR).

May 28 Mallory Park, England (Rothmans 1973 Formula 5000 European Championship, round 7).

Quinton Park, England (John Player Formula 3 Championship, round 5).

Indianapolis 500, USA (USAC).

### BRIEFLY . . . .

● Bill Stone has announced that all March customers requiring any spare parts at Monaco for the F3 race will be able to purchase them from Sandro Angelieri who will have his transporter loaded to the brim with chassis, wishbones and every other conceivable spares as well as Teleco's 733.

● An attraction on Victoria Station this week is an excellent promotional display for Fordsport day at Brands Hatch. As well as giving all the information about the meeting, the stand also comprises a Shellsport Mexico and a MRS Formula Ford car. This marks another step in MCD's increased promotions.

● The unofficial F2 lap record at Snetterton was broken last week by Japanese driver Hiroshi Kato. He took his team Nippon GRD round in 1 m 31.5 s which is 0.3 s quicker than Roger Williamson's best time.

● It is rumoured that a new CanAm March is being built for John Gunn.

## Arras debut on Sunday

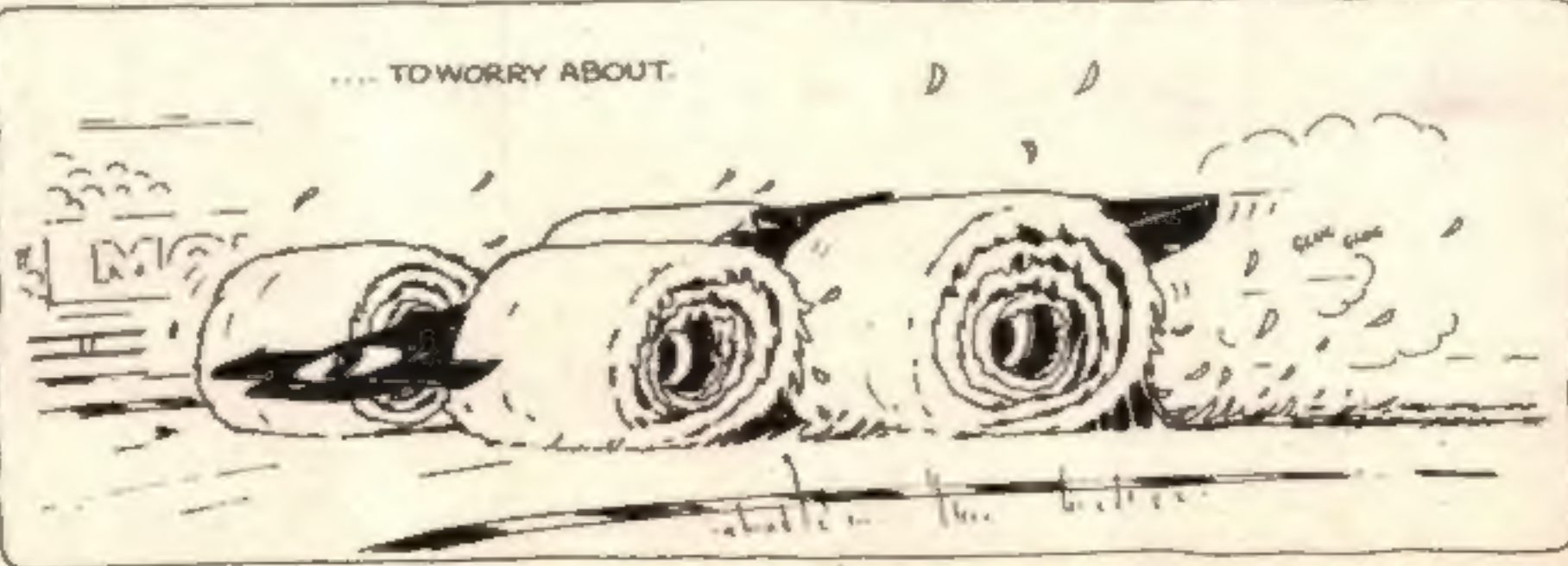
The new circuit in Northern France, Croix-en-Ternois (shown in the picture below) which is 30 kms from Arras, is holding its inaugural meeting this weekend. The main race will be a non-championship 2-litre sports car round which has attracted a good entry. Among those going from

this country includes the Barclays Lola of Guy Edwards (using a BDG engine instead of the Vega) and Jim Busby, Dave Walker in the DART GRD, Jean-Pierre Beltoise in the Rec Rose Chevron, John Hine (Chevron) and Chris Craft's Crowne Racing Lola-BDG.



By Barry Foley

### CATCHPOLE





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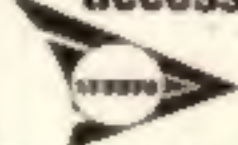
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Jody Scheckter's Trojan set best practice time and easily dominated both his heat and the final.

## MICHIGAN

# Scheckter's L&M double

By GORDON KIRBY

Jody Scheckter has arrived as the man to beat in North American F5000 racing. At last weekend's third instalment in L&M's F5000 Championship, Jody won as he pleased, pulling out a mammoth 3½ s lead on the very first lap and then simply driving away without the slightest threat to the dominance of Sid Taylor/Winston Delta Tyres Trojan. Scheckter qualified clearly faster than the rest, won his heat by a comfortable 3½ s and was always the fastest man on the track. It was, as they say, a demonstration day for the young South African.

Derek Bell replaced Kevin Bartlett in the Haas/Hall/Steed Lola T330 and drove to an admirable second place, fighting a weakening and hesitant engine, fading brakes and excessive understeer. Despite this string of very distinct bothers, Bell was the only man to show any potential of beating Scheckter at Michigan. Peter Gethin brought the Marathon Chevron B24 to an overheating third place, falling victim to the rather ill-conceived straw-bale defined chicanes which were constantly getting knocked about by the backmarkers, the loose straw usually ending up blocking some frontrunners' radiators. Max Stewart (Lola T330) managed to hold off the challenges of Eppie Wietzes' similar car for much of the race and when the Canadian dropped away from this, the best (and only) dice of the race, a comfortable fourth place was assured for the Aussie.

Frank Matich overcame a daunting series of major catastrophes and drove his Travelodge Matich A51 with great enthusiasm from the back of the grid to be rewarded with fifth place. Wietzes wound up in seventh place after a stop to deal with his sagging oil pressure, while Tony Adamowicz and Graham McRae struggled with multiple problems for sixth and 10th. Carl Hogan's Hagger Slacks team of blue Lola T330s had a miserable day, with David Hobbs dropping out of second place when the electrician quit on the second lap, and Brett Lunger getting involved in a chassis-tweaking shunt on the fourth lap as he tried

to force his way through from the back of the grid.

## PRACTICE

The Michigan oval cum road course was a new one for virtually everybody. It was three years ago when the last major road race was run here, that being for the CanAm field of the McLaren heyday, and it was Denny Hulme's 1 m 36.1 s which remained as the lap record. A series of fast, unusually blind corners follow the gently undulating hills beyond the oval, while a couple of tight, strawbale lined chicanes bring the road back into the infield before it climbs on and off the main straight banking. The combination of the fast stuff and the almost Mickey Mouse character of the chicanes and the tight, angular esses which link the last chicane to the banking, make the MIS circuit a far from easy one on which to achieve the right combination of gears and compromise of under and oversteer. It is a circuit that requires a lot of poke from the back as well as powerful and lasting braking capabilities.

The circuit also proved, apparently, to be a difficult piece of road to learn. There were but a handful of people who really got to grips with Michigan's 3.0 miles, and it was Jody Scheckter, brimful of F5000 confidence after his Laguna win, who sprinted to the wastest time of both practice days. The biggest drama Jody had to contend with was a loose rear wheel which restricted his lappery during the first qualifying session so that, for once, he was only second quickest. Otherwise Ron Bennett kept Sid Taylor's Trojan well in hand and, unlike most others, Scheckter had only to think about learning the circuit and going quickly. It took no more than 20 laps for Jody, looking more and more collected with each race these days, to fling the Trojan around in a staggering (cries of "He COULDN'T have gone that fast!") 1 m 33.820 s.

David Hobbs was another to do relatively few practice laps, and was the only man to come within range of Scheckter's brisk pace.

The vastly experienced F5000 campaigner worked away methodically at his Hagger/Hogan Lola T330, doing a 1 m 34.701 s in the final session with the front anti-roll bar disconnected. With a selection of softer roll-bars lost among the vagaries of the international air freight system, David had to raise the Lola's canard fin trim tabs to their maximum in an effort to combat some heavy understeer. The well-used Morand began to get hot and clattery by the end of Saturday and it was replaced that evening. Team mate Brett Lunger missed qualifying completely, for a camshaft broke and flailed around inside the Morand during Saturday morning's practice. The previous day Lunger managed a mere three laps before dribbling to a stop with a broken metering unit/distributor drive, so that his 1 m 36.4 s from his 20 laps of Saturday morning augured well for his progress from his back-row grid position.

Third quickest was one Derek Bell, driving the Haas/Hall/Steed Lola T330 for the first time. Bell was second only to Scheckter on Friday and, on Saturday he managed a remarkably tidy 1 m 35.257 s after the Lola men mucked about with the Chevy's float levels in an effort to cure its disturbing habit of hesitating just when the Lola's rear wheels needed a lot of push. Like all T330s, the Steed car was afflicted with an understeer problem which no combination of wing and roll bar permutations could really resolve.

Although some three seconds off Scheckter's pace, Bobby Muir was none the less, fourth quickest. The wiry, little Australian pressed his Jones/Eisert Lola T330 around the Michigan undulations with a large dose of bravado. The Lola seemed to benefit from the addition of the same deeply-curved wing à la Gurney's Eagles, hung well out behind the car that was previously used on Chuck Jones' T300 Lola that Jerry Grant drove at Riverside and Laguna.

Peter Gethin was not at all happy with his fifth best time of 1 m 36.998 s. The Chevron just didn't want to stick properly, and though Peter seemed to be able to get into corners well enough, the back would always catch him out and slip away without much warning. Both Gethin and Chevron's Paul Owens thought that Weissmann differential and something other than the tall 15 inch American Goodyears might help the situation. They also found the rear toe-in to be rather asymmetrical and that was corrected prior to Sunday.

Sixth best was Max Stewart, who spent a minimum amount of time learning the circuit and concentrated on enjoying his motor racing. The green-suited Australian brings a refreshing air to the increasingly serious F5000 paddock and his 1 m 37.268 s with his tightly budgeted T330 shows that he is an entirely workable approach to the sport.

There were gremlins crawling around and about Eppie Wietzes' Lola all weekend. For once he seemed to be in the power game with a new Bartz-rebuilt Chevy, but he was bothered by the T330 understeer problem. In Wietzes case it seemed to stem from a flexing chassis and a solution to this problem was further aggravated when the fuel pressure release valve stuck and the Canadian veteran lost a full hour's practice on Saturday. As it was then, Wietzes was not too displeased with his 1 m 38.285 s and seemed to entertain much the same raised eyebrows opinion of the weekend as Gus Hutchison who did a 1 m 39.511 s with his own March 73A. Hutchison had fitted a new, steeper-angled nose to his March (a copy of the works-supported Skip Barber car, of which more anon) and it seemed to work almost too well. Gus raised the rear wing as much as he dared, but the March was still oversteering and was particularly twitchy on the bumpy bits coming on and off the banking.

An untroubled ninth fastest was the McRae-Bartz GM1 of Evan Noyes while a contrastingly harassed Frank Matich was tenth best with his Matich-Repco A51. A new Repco broke a valve spring on Friday, so while that was changed Matich took his "development" car out in order to learn the circuit. This car is not intended to be a raceworthy machine, for it has all sorts of



new tweaks in it and a hack engine as befits such a car. As it was Frank was quicker with the development car and his official time of 1 m 39.273 s was done in the "race" car after only a few laps.

The quickest of the F5000 new comers was Gordon Smiley who did a 1 m 39.459 s with a brand new, unsorted McRae GM1, edging out Harry Ingle's Ford-engined McLaren M22. Tony Adamowicz struggled in vain with his Carlings Black Label Lola T330, eventually doing an unhappy 1 m 41.187 s. The Roy Woods crew had worked flat out since Tony's extensive shunt at the hands of a backmarker at Laguna, but the Lola was far from right, being in dire need of a new tub.

Graham McRae arrived for Saturday's practice with a new McRae. This car is positively immaculate and, unlike the older car, is built up to the weight limit rather than ballasted to the line. Graham has also done away with the older car's wheel spacers and achieved the same front and rear track dimensions with longer suspension links. Unfortunately, the STP McRae was just too new and also suffered from a rather weak Bartz, so that Graham was down in twenty-second place with a 1 m 50.213 s, done in barely a dozen laps.

Things were beginning to look brighter for Skip Barber and his works/Gene Mason March, for he had done a 1 m 40 s on Friday with a sticking throttle. But on Saturday before qualifying started the Bolthoff Chevy broke and Skip was relegated to a back row starting place.

## HEATS

The morning warm-up gave those many troubled people a chance to sort things out before leaping into the qualifying heats. Jim Hall had found the rear wing to be a little too high on Bell's Lola, but the lowering of the big Stead billboard had aggravated the understeer problem so that now, the Lola needed more front wing and a lighter anti-roll bar. Derek had also found the brakes fading away and he was having to pump them pretty vigorously in order to stop the car at all well. Gethin was much happier with the Marathon Chevron after the resignation of the rear wheels and Brett Lunger appeared with a '72 Traco in back of his Lola. The Traco benefited somewhat from the addition of Morand injection equipment but was nevertheless, not as good as the demon units that Brett has had of late.

In many ways the first heat was a precursor of the final, for it was Scheckter who catapulted his Trojan into an immediately substantial lead from Bell and Gethin. As at Laguna Seca, Jody was going as fast as ever the moment the flag dropped, while the others seemed to take at least a few corners to get into their own nitches. Bell tried as best he could to keep the fleeing Trojan in sight, but the brakes were still bad and the carburation was even more fluffier than the previous day. All this was not readily evident, for Bell was

keeping the Lola well in hand and really didn't appear to be struggling.

Gethin, on the other hand, was driving very tightly in the Chevron, but after some loose hay filled the nosecone he eased off and drove quietly for a safe third. Behind Peter was Evan Noyes who managed to hold on to fourth throughout despite the efforts of Eppie Wietzes and Tony Adamowicz. Wietzes had lost fourth gear on the warm-up lap and had a quick spin on the first lap while trying to get through a fast fourth-gear right-hander with much fewer revs in fifth. The Canadian recovered well, wending his way past eight cars in as many laps before getting stuck behind Noyes. Adamowicz had caught Noyes much earlier only to run out of every pretence of braking at one of the chicanees and do a dramatic charge through the hay. By the end Tony too had recovered to close up on the Noyes-Wietzes dice.

After opening out as much as a 10 s gap by half-distance, Scheckter eased over the last few laps so that Bell closed to within six seconds of the impressive Winston Delta car. Lunger worked up to ninth before a marker pylon knocked a nose fin awry and he pitted to have it torn off. He returned to finish a lap down in ninth place.

The second heat started without Hutchison and Matich. The Texan didn't get in much lappery during the morning warm-up when the centre-lock-nut on the right front wheel backed off and loosened the stub axle. Then, as the yellow March cruised around on the pace lap, Gus saw the oil pressure fade to less than 50 psi and he shut off before breaking anything. Poor Matich was just warming up his bitza-engined A51 when some horrible noises came from the vicinity of the gearbox and he eased into the pits. It seems that the pinion bearing had broke up and the bits from the casing had pushed the gear cluster together so that they were all churning around in unison. Needless to say the gearbox was a mess and had to be replaced with a spare unit out of the older A50, but it all happened too late for the start of the second heat.

With almost a 3 s advantage over second qualifier Bob Muir, it looked as if this heat would be a David Hobbs benefit match and sure enough the Hagger Lola eased away to an apparently easy 10 s win. But in fact, all was not well with David. The right front shock had gone all wonky and was not shock absorbing, leaving that corner to bounce and shimmy all over the road. Perhaps as a result of this pounding the brakes also started to act up and the Lola would dart to the right under any kind of braking.

Second place belonged to Max Stewart who anticipated the start just enough to shoot underneath Muir as they dashed off the banking into the first turn and emerge with the place. Stewart tried to stay with Hobbs for a few laps, but it was soon obvious that plan wouldn't work and he kept his attention on keeping Muir well behind him. It was fortunate that Stewart pulled out those early eight seconds for his Lola's wing worked

loose in the final stages of the race and Muir crept closer and closer before giving up the chase with two laps to go.

Behind the two Australians a five car train indulged itself with Harry Ingle doing the initial leading from Bob Lazier's Lola (replacing his March which was bent badly at Laguna), Jon Woodner's McRae, Barber's March and McRae. Ingle did a good job for half a dozen laps but then drifted back through the group as the powerful Bud Moore Ford overheated. For a while it looked as if Barber would take control of this lot and perhaps pull away but after just six laps the engine seized tightly and abruptly. McRae struggled with his bad brakes and a broken rev counter, and got up to sixth before pitting with a flat front tyre around the mid-point of the heat. So this entertaining dice came down to a two car match of Super Vee grade Woodner and Lazier with the McRae driver looking the more controlled and finally gaining a clear upper hand. The bright STP McRae came out again to take eighth, a lap and a half down on Hobbs.

## FINAL

Could Hobbs or Bell or Gethin find anything in their cars or themselves to challenge Scheckter? That was the question as everyone readied for the start of the 25 lap final. It was a question for which Jody provided a very quick answer. Again he was pressing the Trojan to its limits well before the others seemed to realise that the race was now on, and even before the end of the opening lap he had pulled out a huge 3½ s margin. Hobbs had been right behind Scheckter through the first corner, but his engine was not at all right and while he struggled to keep the rest behind, Jody was able to pull away even more than he otherwise would have. Bell tried to dart inside Hobbs as they came back into the infield, but David was having none of that and promptly shut the door, hanging onto his place for a mile or so more.

When the Hagger Lola's Morand finally stopped it left Bell almost 6 s behind. Scheckter with only two laps gone Gethin had sliced Stewart as quick as he could, not wishing to get held up behind the Australian's unusually wide Lola, and was trying very hard to close the small gap between himself and Bell. Bob Muir and Evan Noyes had been next up, but a halfshaft broke on Muir's Lola and the closely following Noyes ran into him and tore a rear tyre off its rim. This incident contrived to break the field up and also give Wietzes a run at Stewart.

For a few laps Bell was able to hold Scheckter's lead down to 6 s but Jody was now finding his true pace, keeping the Trojan into incredibly tight slides as he pitched the car about the road with immense control. Very soon any question of a challenge to the supremacy of this man Scheckter had evaporated as his hands flashed busily in the confines of his cockpit and the Trojan pulled out more than a second a lap to Bell.

By half-distance Jody was able to ease his pace for Bell's engine began to go sour and the Lola's brakes once again faded away. Derek was also struggling with a worsening understeer problem but was nevertheless contending well with all his travail, hooking wheels over the inside of the roadedge in an effort to keep the car in tight and twitching it all sideways so as to save the brakes. It was a fine job he was doing, a job that would have been heralded as brilliant by the daily press had it not been for the presence of Scheckter's Trojan some 12 s ahead.

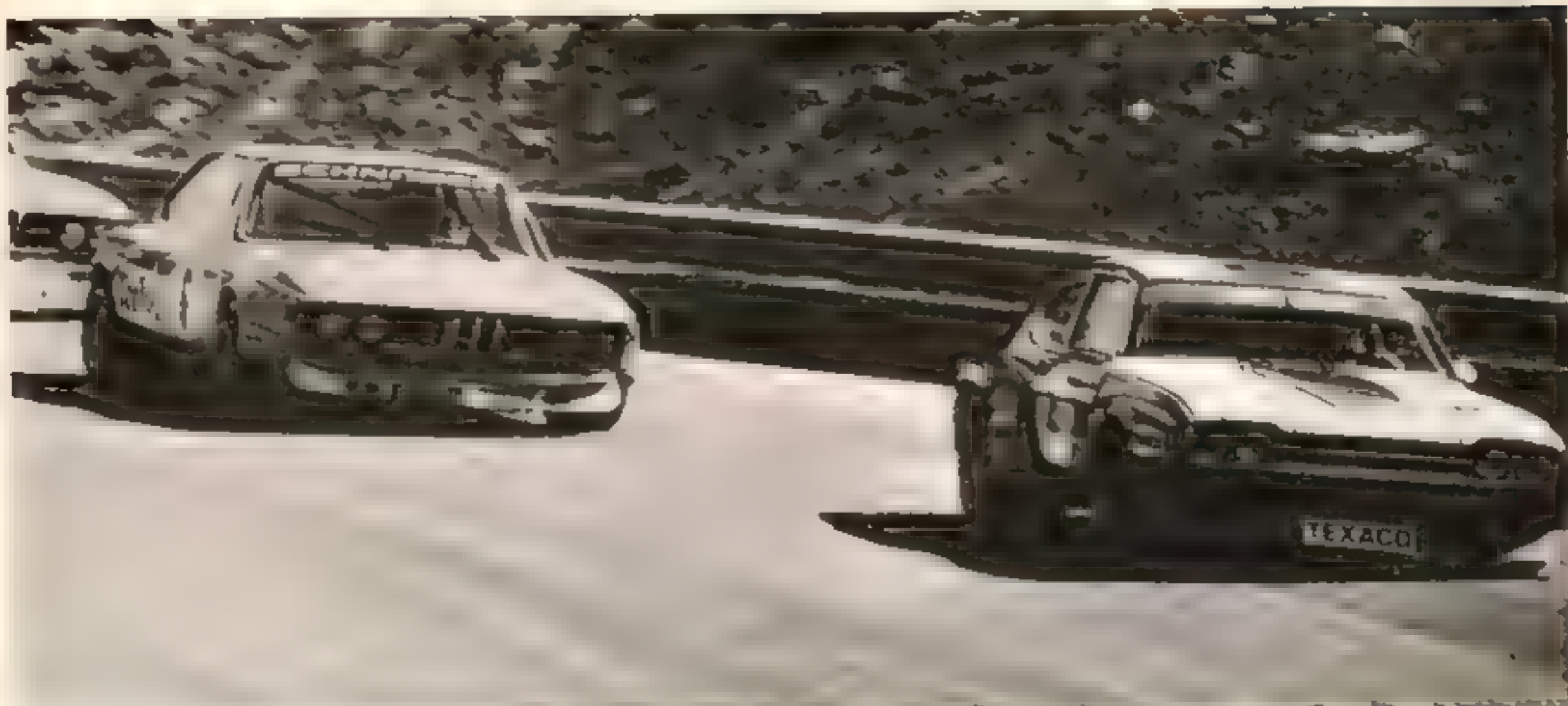
From the back of the grid we had seen Lunger and Matich close on the midfield bunch and then get bogged down. Lunger in particular had been struggling in an effort to move up and was finding some of the newcomers very reluctant to move out of the way. On the fifth lap, perhaps rather frustrated with his slow progress up the lap chart Lunger had forced his way inside Smiley's McRae only to have Smiley shut the door

Max Stewart leads Eppie Wietzes. Stewart finished fourth.



CONTINUED ON PAGE 59





Ford v BMW with Glemser's sole but victorious Capri leading Brambilla's Schnitzer BMW

## SALZBURG

# Solo Capri beats the BMWs

By ALAIN FINDAGROMMET

After a 150 mph practice accident had eliminated the second works Capri, it was left to Anglo-German tin top ace Dieter Glemser and John Fitzpatrick to avenge the Ford defeat at Monza. And that's just what they did in the brilliant Austrian sunshine of the four-hour Salzburg second round to the European Championship, winning by no less than seven laps after starting from pole position.

The shining blue and white Ford ran 16 inch wide rear wheels for the first time—it was pre-race testing of these wheels and tyres that led to the spectacular quarter mile crash, that Gerry Birrell escaped from without injury. The Capri V6's "320" good horses performed faultlessly while the three competitive 3.3 and 3.4-litre BMWs hit trouble on the 4.238 kilometre track. For the opening laps the Ford and the BMWs fought each other, and the shimmering heat, to thrill an estimated 10,000 plus spectators, but then, one by one, the three big BMWs succumbed: the works car to engine trouble, the Schnitzer car (the fastest) to gearbox and tyre troubles while the Alpina car for Toine Hezemans and Brian Muir ran reliably into second place, but was delayed by accident repairs and consequent tyre changes.

BMW had some compensation though as Dieter Bache/Harald Meuzel enjoyed a faultless class victory in the Bache GS Tuning four-valve 2002TII, fitted with the touring car version of the works Formula 1 motor: they finished fourth overall.

Because of the re-scheduled date for Salzburg (it was canceled after snow in April and was held on Sunday to replace the cancelled-for-safety reasons Brno qualifier) the entry wasn't as good as it might have been. Both the works BMW and Ford teams are having problems meeting their deadlines for the hectic weekends ahead, while the re-scheduling also meant a clash with Zolder and the inevitable loss of GP stars Lauda and Amon.

In fact 24 cars practised and four non-started. Three of those were not missed—two slow Minis and an incredibly evil Plymouth Barracuda—but the fourth was a competitive 74 litre alloy V8 Camaro for Franz Albert and Urs Zondler, which expired after its activities in the national races that were being held at the same time—also due to the revised Salzburgring date.

We arrived on Friday to discover the unfortunate Birrell eloquently recalling the stages of his large shunt. "I was turning into the apex of the quickest corner on the track when the back swished out. The car did a complete 360 and hit the barrier nose first. Then it flew through the air ('like rocket' added Jochen Neerpasch?) and down to roll

across the track, sliding upside down in showers of bodywork. I just wanted with my hand on the belt for the noise to stop.' Reason for the tyre deflating at this point is not known, but it seems likely that things would have been better if the new 16 inch rims had been equipped with safety edges.

The affable Mr Muir was kind enough to describe the track from his viewpoint in the now orange Jaegermeister sponsored Alpina CSL: he practised for an hour on Friday with 350 bhp and they installed a 380 horsepower unit for the remaining part of one hour Saturday sessions. 'Yog' took one look at the organisers programme map and redrew it!

Birrell's accident took place on the flat out fifth gear right hander after the pits: "a quickie" as Muir laconically describes it. Then there's a left and right, culminating in a hard right which the big cars will come down to second for. Descending into a left-hand swoop (the whole track is festooned in Armco, so all the corners are blind and the net result is good for the dark underwear trade) the 3 litres take fourth, then fifth as they shoot uphill behind the pits. Muir

says of the following left "It's best to take a long lift, followed by a change down to fourth to avoid unsettling the car for the all-important right that is next. There's a short, straighter section where you can get down to third for the tight right that follows. On the way through that you build up to flat out in third ready for the flat out blind through the left that leads back into the pit straight."

So, a track that demands two hard braking sections only, but the maximum in high speed 150-160 mph nerve when you're racing. Spectators can watch the fun from the natural standpoint of the green hillsides and wooded slopes higher up the valley that the track lies within. Mike Kranefuss with deputy Lutz "It's no problem" Schilling and engineer Thomas Ammersinger were still worried by the lack of testing time and now Capris that the Ford team faced. Although the Capri is on the same power to weight ratio (28 kg per horse power) as the factory and Alpina BMW, and runs the same rubber wear from Dunlop (Alpina are on slightly narrower rims though) the two factories have different ideas on braking. Ford's vented discs don't have a servo—both sides use ATE calipers and ventilated discs, but Ford have the fronts tightly slotted to get rid of pad

Glemser did the pole-winning 1 m 20.5 on Friday (an average of 163.6 kph) while, on Saturday, a beaming Fitz and a smiling Glemser found themselves well matched with times 0.1 s slower. Niki Lauda had set the previous lap record in a national race and a heavyweight BMW at 1 m 23.38 s.

Right with the Fords was the demon "K's nearly 34 litres" silver Schnitzer BMW. Josef Schnitzer was friendly enough to talk of his 378 bhp, but the mechanics aren't above strong-arming the inquisitive out of the way! With their Fresslassing base on hand the team did all their work in great secrecy but one can see two significant differences to the works and Alpina approach: a rear mounted, full width and adjustment, alloy wing under the boot and Firestone rubber squashed against the arches.

Driven by the stocky Vittorio Brambilla and Jean Pierre Jaussaud, Schnitzer's weapon was just 0.39 s slower than the Ford and 0.6 s quicker than the works machine of 3.3 litres driven by Hans Joachim "sideways" Stuck/Dieter Quester—father in law, and BMW engineering chief, Alex Von Falkenhäusen shrewdly followed the team's fortunes at the track.



Neerpasch reckons on 360 bhp and an 8400 rpm limit for the works machine and kept smiling through all the tribulations that beset the BMW team in trying to defeat the three years of Capri RS expertise. Incidentally BMW and Ford Köln park alongside each other with the team's hot roadies bonnet to bonnet amidst a welter of friendly banter.

The Alpina car we've covered and you can see it was the fourth car with a strong chance of winning. Burkhard Bovansseipen's team won the first round at Monza of course and they took a fine win at the recent Spa 1000 kms. The British car has been successful in Muir's hands, so Alpina fortunes are definitely at a high point after a nasty patch in the past two years.

BMW are very fortunate in having three different approaches to winning with cars from the works, Alpina and Schnitzer. Ford could definitely do with equivalent European back-up from Broadspeed (bring back John Young and Super Speed!) but prize money and overall rewards just aren't enough to cover this sort of operation. The 2 litre division looked great on paper, though it was a shame Brode wasn't there with the Reeves/works 2 litre Escort. Fastest was the talented Dieter Basche who had paired up with former Escorteer Harald Menzel. Basche told us that the car was suspended along the big coupe lines, that the 14 inch diameter wheels with appropriately special low-profile Dunlops were a good idea, and that the F2-based G2 BMW unit was given 5-10 bhp less than in the formula car because it's so difficult to squash the exhaust system in.

On the other hand were a pair of private y owned Schnitzer BMW 2002s that use the slant 4-valve engine, giving a free exhaust run and 260 bhp (1972 Salzburg class victor Harald Ertl paired with Wilhelm Siller) and 270 bhp for the brand new Sepp Mannhalter. Wolfgang May car Ertl was one of the three 2 litres in the 26 bracket, and the other car was less than a second slower.

Splitting the Schnitzer 2002. This was the first of two Broadspeed 2 litre Escorts team, managed by Giuseppe Risi of Motor Tuning in Madrid. His quickest Escort was that for Jose Uriarte/Herve Leguellec while Rafael Barrios/former Fillipinetti 128 pilot Umberto Grano were fractionally faster than the second Schnitzer 2002.

The fifth row was graced with Walter Brun/Peter Joisten in the Rüdiger Faltz of Essen 2.8 BMW heavyweight CS; Robert Eberhardt's Camaro, and the first of two revived 1971 Autodelta Alfas GTAs, for Spartaco Dini/Carlo Facetti Team-mates Massimo Larini and Teodoro Zecoli were a row farther back. Mr Marelli was looking after the cars again and looking forward to Nürburgring 6 hours where the May 1 homologated Alfetta will appear with the 4 valve version of the 2 litre GTAM engine, to keep Alfa very much in the picture for this year's ETC title with 240 horsepower. Alfa won the class at Monza by pure reliability.

Farther back than this, one could only hope for reliability to get in the results, but it's worth commenting that Heinz Derflinger

deserves something better than an old Alfa and that Karl Wendlinger/Marion Minoff made the Fiat Trivelato 128 coupe go very well and almost reliably, reminding one that if there had been a 1300 class this year it should have attracted Ford (RS1300), Fiat and Alfa at least.

## RACE

Viewed from 200 metres before the first corner, the start was an impressive affair. From the heat haze, the silver and red Schnitzer BMW shot into perspective ahead of Quester in the works car, Glemser's Capri and Hezemans. Already the big cars had shown what the Americans mean when they talk about cubic inches.

Along the back straight Brambilla still led Glemser, who had put Stuck, Hezemans and Basche's class-leading 2 litre well behind. That private Opel Manta was a nice idea—but it was a very solid last!

As the field screamed into sight for the completion of the first lap, there was a magnificent four-car battle going on. Brambilla just led from Glemser, Quester and Hezemans, with a sizeable gap opening up to the Basche BMW pursued by Mr Ertl. Next up were Barrios, the Mannhalter/May 2002, and Joisten in the Herbert Muller entered 2.8 CS. Uriarte led the Alfas of Facetti and Zecoli in a desperate struggle that also involved Schormann/Christmann "conventional" 2 valve Koepchen 2002.

For the next five laps Brambilla just about managed to hold Glemser's Ford off, but the writing was on the Armco, for Glemser's cool driving, and the Capri's sleek shape, allowed the modest young German to slip alongside in situations that most Formula 2 drivers would avoid with a member of the Brambilla family.

On the seventh lap Glemser put the Capri ahead for two laps, but the pair of them were still swapping positions all round the fast track. Behind Quester and Hezemans settled into third and fourth places, though Hezemans quickly found he had a tyre problem and slowed up to hold his position comfortably. From laps 9 to 14 Brambilla would still cross the line ahead, but Glemser was right there and it seemed that only the sheer power of the BMW could save the day—but how long would it last? On the 15th lap Glemser went ahead again, but this time he made it stick until lap 22, while Quester momentarily closed up and then fell back. Brambilla and Glemser continued to trade places until the gear linkage went on the Schnitzer car, putting it into the pits on lap 26 for a frantic four and a half laps work before re-joining, albeit well back.

Now Glemser looked unruffled in the lead and Quester settled into second place ahead of the Alpina 3 litre, Basche and Barrios, who was followed at a respectful distance by his fellow countryman and hopeful 1974 Formula 2 driver Jose Uriarte. By this stage we had lost both Schnitzer 2 litre BMWs with spectacularly blown engines (the oil filters were said to have fallen off), the

Eberhardt Camaro with a blown piston, and the Faltz BMW CS, which had eaten its gearbox components.

Although the Dini/Facetti Alfa continued to run reliably, the Larini/Zecoli car had a broken throttle linkage which delayed it so badly that it was beaten in the overall results by that Trivelato Fiat! However, there was always the sheer predictability of the superbly driven Dini/Facetti car to pick up the honours if the crisp Basche BMW or either of the Escorts failed.

By the close of the first hour the race result could be predicted, if the contestants kept running. The harsh hum of the Capri dominated the sunny Salzburgring. Fitzpatrick later said the Capri felt fresh, even after Glemser's battles early on: 7000 rpm kept it ahead to the end! The works BMW was now in the pits with what was described as fuel injection trouble, but when Stuck got in to the car he found he was driving the proverbial bag of nails, so it wasn't surprising when the works BMW had to be retired with a dropped valve. The second placed Alpina car then struck trouble in a big way. Hezemans came hurtling over the brow of a blind corner at over 140 mph, so find the hapless Schormann/Christmann 2002 in the middle of an adequate accident on its own oil. Hezemans said "I spin the car, and hit the little BMW backwards, and then I hit the barrier backwards!" Toine got the car going again and brought it into the pits. Muir then got his stint in the car, but it was obvious that all the tyres needed changing, so the agile Alpina team not only performed this task double quick, but also taped and bodged the bodywork in fantastic rally style. Meanwhile, the Schnitzer 3.4 litre had also flattened its tyres in the accident and so it was also delayed.

This left Mr Basche in a temporary second place, but when Alpina and Schnitzer had sorted out their problems they soon began overhauling the 2 litre. The Escorts of Barrios and Uriarte had also run into problems. Barrios went out first with a dropped valve and blown head gasket, while Uriarte/Leguellec nearly made it to the end, despite a rapidly flattening battery and dicky clutch. Unfortunately the steering broke on the surviving Escort and sent it into a barrier and retirement before the flag.

During the last hour there were but ten cars of the 20 left, and the spectators must have wished that it had been a 2 hour event. Inevitably, the Alpina and Schnitzer CS1s pulled past Basche, though it was interesting to see that Jausaud plus Schnitzer BMW isn't really a match for Hezemans plus Alpina BMW. However, perhaps it was just that the Alpina car had now pulled out a one lap lead!

So, to the justified jubilation of the Ford PH, the sparkling solo Capri romped home with a seven lap lead! The next three places were taken by BMWs in the order you can see below, but the man who should earn Mr Neerpasch's thanks must be Dieter Basche, for the car performed well, and prevented the second in class Alfa from putting Italy ahead while Ford and BMW fight.

Next weekend BMW and Ford meet again, but within the World Sports Car Championship series, for the Nürburgring 1000 km. Soon after they get to grips again for the third round of the European Touring Car Championship—Mantorp Park. On present form it looks as though betting men should put their money on Ford Motor Co Ltd, or Alpina, Buchloe.

### Autos-Trophies

Salzburgring 4 Hours, May 26

European Touring Car Championship, round 2  
1. Dieter Glemser/John Fitzpatrick (3.0 Ford Capri RS2000) 172 laps, 4 h 34.04 s (151.83 kph)  
2. Toine Hezemans/Brian Muir (3.0 BMW-Alpina CSL), 165 laps, 4 h 56 s  
3. Vitoro Brambilla/Jean-Pierre Jausaud (3.4 BMW Schnitzer), 164 laps, 4 h 1 m 24.78 s  
4. Dieter Basche/Harald Menzel (2.0 BMW-GS Tuning 2002 T), 159 laps, 4 h 1 m 48.96 s  
5. Spartaco Dini/Carlo Facetti (2.0 Alfa Romeo/Autodelta GTAM), 158 laps, 4 h 1 m 54.0 s  
6. Bernd Hartzer/Stuchmann (2.0 BMW-Koepchen 2002 T), 147 laps, 4 h 56.44 s  
Fastest lap: Glemser, 1 m 25.04 s (188.30 kph) New record  
Group 2, Division 1 (under 2000 cc): 1. Basche/Menzel, 2. Dini/Facetti, 3. Harald Stuckmann, 4. Manfred M. Heitz/Karl Wendt (1.3 Fiat 128 Coupé), 144 laps.  
Fastest lap: Basche, 1 m 26.94 s (175.93 kph)  
Group 2, Division 2 (over 2000 cc): First three cars, no other finishers.

The BMW 2002 T16 of GS Tuning and Schnitzer led by the Basche/Menzel class-winning car





The Kinnekulle Ring is a tight little 1.367 mile track built in an old quarry on the edge of Lake Vanern in central Sweden with a very short straight past the pits. The remainder comprises a variety of twists and turns using the top three gears and giving drivers very little breathing space as they lap at around 95 mph. Being a complementary round, an entry of just 16 cars was received but this was whittled down to just nine runners for the first of two training sessions on Saturday; the ridiculously crowded FIA calendar creating the shortage. Matchbox Team Surtees made the trip with two cars to give Jochen Mass a chance of breaking his duck. A deal had been done in Sweden and installed in the second car was ex-rally and Formula 3 ace Torsten Palm. Jochen was using TS 15-03, the chassis used at the Nürburgring while Palm was installed in 02, the car Pace used at Thruxton. As ever the power was supplied by 2.0 litre BDAs from Brian Hart. Mass laid down the gauntlet in the morning session when he posted a real quickie in 46.6 s, well inside Ronnie Peterson's two-year-old record of 50.2 s with the March 712M. With Brian Hart's departure to Goodyear, Jean Monier has taken over as Firestone's F2 man and he had on hand a new compound—1175—for Formula 2 anyway, which was a big improvement. A little tackier and better wearing, it certainly solved the problem for the beautifully handling Surtees chassis which until now has been handicapped by unsuitable tyres.

Patrick Depailler was next up with the Coombs Elf 2, also with Hart BDA power, but his time of 49.8 s was achieved by dint of some brave driving for the car was not handling well at all. Since Pau the car has been back to the factory and sports readjusted pick-up points, harder suspension and a variety of tabs and strakes on the nose. Despite all the revisions, the car just didn't like the circuit and after altering shockers, springs and roll bars to cure understeer the Frenchman was beset with a strong oversteer.

Picko Troberg's Team Pierre Robert were out in force on home ground with three GRD-273s. Reine Wisell was installed in 062 with a 1930 cc steel block BDA from Sportscars, Stockholm, a tuning outfit who look after the

## Jochen Mass dominates

Story and pictures by PAUL THOMPSON

Jochen Mass gave the Salzberg Ring Touring Car Race a miss last Sunday and went up to the Kinnekulle Ring in central Sweden looking for Formula 2 championship points. In a race which featured just nine cars he bagged the nine points he wanted for first, having dominated practice and both 45 lap heats of the tight little circuit, in his Hart-powered Surtees TS15. Patrick Depailler, also with Hart motivation in the Coombs Elf 2, fought a variety of problems to take second overall and moves to within five points of championship leader Jarier otherwise occupied at Zolder. Tim Schenken took third in the ever improving Motul-Ford M1 running a BDG engine after the Pau hassles ahead of Sten Gunnarsson and Hakan Dahlqvist in the surviving Pierre Robert GRDs. No one else was classified in what must have been the smallest Formula 2 field ever seen in a European championship round.

quicker Ford engines in Swedish saloon car racing. Regular team-mate Sten Gunnarsson had his usual mount 081 with a 2-litre alloy block BDA from Racing Services while having a one off drive in the team's spare car was F3 whizz kid Hakan Dahlqvist. This was 063, Wisell's 'Ring winner and using the smaller 1800 cc BDA from Sportscars, giving about 260 bhp, some 15 bhp less than his team-mates. Gunnarsson had raced here in 1971 and he put his knowledge of the track to good use by recording third quickest time just 0.1 s slower than Depailler. Wisell did not get out until late as the car would not start and then he was not happy with the handling. Adjustments got the car set up a little better but the Swede could only manage seventh fastest with a 50.9 s lap. Dahlqvist recorded 51.3 s after the clutch gave trouble not bothering with any heroics in his Formula 2 debut. The team were a little under pressure with the three cars but had entered the third at the request of the organisers to fill the grid and boost the Swedish contingent.

Rondel Racing brought just two cars to Sweden for Tim Schenken and Bob Wollek. Tim was once again using Pescarolo's chassis M1-06 as at Pau, while Wollek had his usual mount 07. Both were relying on Cosworth units with the question mark over homologation still hanging over the FVD mills. The cars improve with each race and handling seems to be well sorted but the

team still have a problem in getting the power down on the road. Tim whanged round in 50.1 s before halting when the fuel would not pick up out of the corners. A faulty metering unit was suspected and this was changed in the interval. Wollek was not too happy with his car which sported new front and rear springs since Pau and his time of 50.4 s was achieved after trying different rim widths and suspension settings to combat the understeer and try and get some more power down. His rear wing also collapsed at one point, luckily without any dramatic repercussions.

Palm was getting used to the Surtees on his way to recording sixth fastest time in 50.7 s while the final winner, one second slower, was privateer Bill Gubelmann with his blue and yellow March-BMW 732. The tub was more extensively damaged than thought at Pau and this had been completely rebuilt. The BMW mill has now done around 800 miles without a rebuild and was a little tired but otherwise the smiling American was quite content.

Mass was again quickest in the afternoon session albeit a half second slower than his morning time and the only one to improve was Wisell, fourth quickest with 50.5 s, so he moved up a slot on the grid displacing Palm. Wollek had an electrical problem but was much happier with the handling while Schenken did not get out until late as the

Jochen Mass' Surtees and Patrick Depailler's Elf on the front row of the nine car grid.





metering unit was still being changed. Mass tried Palm's car this session and while putting in some quick laps he clipped a kerb at the fast left bend after the pits and went on to the gravel ripping the front spoiler and underneath of the nose section off as it dug in.

The Pierre Robert outfit had tried different nose sections but opted for the full width on all three cars and in a short unofficial session right at the end of the day Wisell got a few quick laps in managing second quickest to Mass's morning time so it would be interesting to see what he could do in the race from his lowly official position.

GRID HEAT 1	
Dapa 1st (Elf 2) 49.8 s	Mass Surtees TS 15 48.4 s
Schenken (Motul M1) 50.7 s	Gunnarsson GRD 273 49.9 s
Wolke CRO 273, 50.5 s	Wolke Motul M1 50.4 s
Dahlqvist (GRD 273) 51.3 s	Palm Surtees TS 15 50.7 s
	Gubelmann March BMW 732 51.7 s

## HEAT 1

With just nine cars starting the organisers changed the original format of 2 x 24 lap heats and a 48 lap final to two 48 lap heats the winner being declared from the addition of times. Mass judged the standing start well and headed Depailler and the "pack" into the almost flat left hander, all that is except Wolke whose clutch had failed and he was given a push 10 seconds behind. With one lap completed Jochen was already beginning to pull away from Depailler followed by Gunnarsson, Schenken, Wisell, Palm, Dahlqvist, Gubelmann and then a gap to Wolke. The German was doing a Jimmy Clark as he eased farther ahead setting a new lap record and fastest lap on the third tour in 49.7 s, 153.561 kph. Depailler was finding it more difficult to leave his pursuers and a good thrash was developing with Schenken and Palm acting as filling for a Pierre Robert three tiered sandwich. Gubelmann was falling away with Wolke getting his scent but still a long way down. By the 10th tour Mass was well clear with five seconds on Depailler who in turn had opened up a small gap to Gunnarsson, going very well and Schenken snapping at his heels. Wisell had dropped a fraction and was beginning to feel Palm pressing him very hard. Dahlqvist had pitted a lap earlier with a puncture, but with a new tyre fitted he came out ahead of Gunnarsson and stayed there. Wolke was still hauling in Gubelmann and he flashed by but the American pitted shortly after with the water beginning to boil in practice the car had been running too cold and he was out again with some of the radiator masking tape removed. With 15 laps done, Gunnarsson and Schenken opened up a little more on Wisell who had his mirrors very full of Palm. Having tried a couple of times to squeeze past, the newcomer managed at last just after the pits and immediately pulled away from his more experienced compatriot. But Reine was in trouble and he

pitted on the next lap for adjustment to the clutch. A couple of laps later he was in again for a new spark box but was now well out of contention. Up front, Mass and Depailler continued on their way with Gunnarsson appearing to catch the Frenchman a little, but attention was focused on Palm who was really shifting and had drawn himself up behind Schenken. Dahlqvist too was really showing good form as he remained steadily in front of Gunnarsson although a couple of laps behind.

With half distance gone Mass had a handsome seven second lead over Depailler who no longer had Gunnarsson threatening as the race began to tell on him. Instead, Schenken was looming large behind him with Palm throwing the Surtees round like a veteran and looking for a way through. Wisell retired soon after when he had a big spin behind the pits and could not restart. Depailler was lucky to avoid a monumental one too as he crested a brow to be confronted by Reine across the track. The pressure on Gunnarsson got too much after this and he dropped back a couple of notches when after a quick spin, first Schenken and then Palm got by. Dahlqvist continued in fine style ahead of this pair while Wolke already hampered by his dud clutch was also contending with a bad dose of oversteer and not enough traction. Mass lapped him on the 36th tour and then took Gubelmann to put him a further lap in arrears. The race was wrapped up for Mass and Depailler but to the delight of the crowd, Palm wrested third place from Schenken with seven laps to run and might even have caught Dahlqvist who was driving a cool first race behind Depailler though three laps down. Wolke started missing towards the end and the engine note changed on the leading Surtees when the tail pipe cracked but Mass reeled off the remaining laps heading the ill handling Elf of Depailler by 8.5 s. Palm had a tremendous drive to third, some 28 seconds behind Depailler to make it a first and third for Surtees and he had in turn managed to put 17 s of daylight between himself and Schenken. A tired Gunnarsson was fifth, a lap down followed by Wolke, Gubelmann and Dahlqvist.

## HEAT 2

Surprise, surprise! We still had eight cars for heat two the non runner being Wisell after Picko Troberg decided his already over-worked mechanics could not replace the clutch and gearbox on the car to make it a runner. Mass had a new tail pipe and set of tyres fitted and Wolke took up position with a new clutch and fifth gear which had also gone. His misfire appeared to be electrical trouble and this was hopefully remedied too. Depailler had a support for rear wing break and this was strengthened while Gubelmann who had been running with just a blanking pipe on the oil catch tank replaced this with a blanked off cooler hoping to cure his overheating trouble. As the cars went out for a few warm up laps the Elf/Coombs outfit discovered a chunk out of Depailler's left rear tyre and this was hurriedly replaced. The grid was lined up in the finishing order from part one and once again Mass got the jump on the other seven with Depailler out of luck again at the back when he couldn't

fire the motor, so Schenken had a vacant place in front taking advantage of it to whip in behind Mass. With five laps gone Jochen was steaming away once again and he bettered his earlier lap record by 0.2 s again on the third lap to leave it at 49.5 s. Schenken was again scrapping with Gunnarsson and Palm and behind this bunch Depailler was beginning to narrow the gap. Wolke had revolved on lap 2 in a great cloud of smoke just after Gubelmann had performed a similar trick coming on to the pits straight, with Dahlqvist equidistant between them. One lap 15, Gunnarsson again spun under pressure behind the pits and was parked firmly in the middle of the road as Depailler crested the brow and narrowly missed the GRD. At this stage Mass was 10 s ahead of Schenken who was carrying on the first heat dice with Palm looking like a veteran though a little ragged at times compared with the smoothness of Mass. Depailler was now a few seconds behind this pair but he just could not close the gap as he fought the big understeer on the Elf. On lap 18 Gubelmann was in the pits to have the tape removed from the oil cooler as the motor was still too hot. Five laps later he was in again with steam and boiling water in the cockpit. An inspection up front revealed nothing and it was discovered that the pressure release from the header tank had blown off and found its way into the gap where the body panel encloses the driver giving him an unpleasant scalding bath. This was cured and off he went without further troubles but a long way behind.

Mass was strolling away out front but the fight for second grew more intense as Palm tried everything to get alongside Schenken without success. Depailler had to be content with fourth here for there was nothing he could do to get on terms and some way behind Dahlqvist was keeping steady with Gunnarsson having closed up at one point, but now settling down a couple of seconds behind. With 30 laps gone Wolke closed his unhappy weekend when electrical troubles grounded his car to a halt. He managed to get going some time later and made the pits before the engine cut out again. The unlucky Palm started misfiring after another few laps and the main interest in the race was lost. He pitted after a few more laps with a really woolly motor and it was thought something like a valve had gone as the enthusiastic Torsten had over-revved the motor a few times, but the team got the motor to go again in the paddock after the race, when electrical trouble was suspected. With seven laps to run Gunnarsson dropped farther behind the cool Dahlqvist with a smoky engine. Mass stroked home 21 seconds ahead of Schenken who reckoned the race as being one of the hardest he had driven. Depailler closed right up at the end being just 0.8 s down on the "don't rubbish Australia" man and took second overall. Dahlqvist was the remaining unlapped runner—just; followed by Gunnarsson who took fourth on aggregate ahead of the newcomer.

It wasn't such a bad race after all. It would be interesting to see how Palm and Dahlqvist do against a full top class field though, particularly the former and after this race they might just get the chance. The Surtees team must also be keen to get to grips with Jarier and friends now that the tyre problem is apparently solved. Nivelles will see if Mass can bag another nine points and challenge the leaders. Remember Peterson in 1971?

Reine Wisell's GRD and impressive F2 debutant Torsten Palm (Surtees)



Swedish Gold Cup  
European F2 Championship "B" round  
Kinnhult, Sweden May 20.  
Aggregate of two 48-lap heats  
1. Jochen Mass (Surtees-Hart TS15 BDA), 1 h 20 m 49.3 s.  
2. Patrick Depailler (Elf 2 Hart BDA), 1 h 21 m 20.4 s.  
3. T. M. Schenken (Motul-Cosworth M1 BDG), 1 h 21 m 46.8 s.  
4. Sten Gunnarsson (GRD-Racing Services 273 BDA), 94 laps.  
5. Mats Dahlqvist (GRD-Sportcar 273 BDA), 93.  
No others completed.  
Heat 1 (48 laps): 1. Mass, 40 m 28.0 s, 150,890 kph. 2. Depailler, 40 m 34.6 s. 3. Torsten Palm (Surtees-Hart TS15 BDA), 41 m 43 s. 4. Schenken, 41 m 40 s. 5. Gunnarsson, 47 laps. 6. Bob Wolke (Motul-Cosworth M1 BDG), 47. 7. Bill Gubelmann (March-BMW 732), 45. 8. Dahlqvist, 45.  
Fastest lap: Mass, 49.7 s, 153.561 kph.  
Heat 2 (48 laps): 1. Mass, 40 m 21.3 s, 151,297 kph. 2. Schenken, 40 m 42.6 s. 3. Depailler, 40 m 43.1 s. 4. Dahlqvist, 41 m 12.4 s. 5. Gunnarsson, 47 laps. No other finishers.  
Fastest lap: Mass, 49.5 s, 154.2 s (record).









Gerry Marshall on his first rally with a Group 1 Firenza before the accident which hospitalised him.

## Gerry Marshall hurt

Gerry Marshall's first rally ended disastrously last weekend. Driving his 1973 Group 1 racing 23 Vauxhall Firenza in preparation for the Tour of Britain, Marshall was competing with Rodney Spokes in the Chesterfield MC's Gearbox rally. At Pilbury Corner, near Bakewell, Marshall was negotiating a brow and fast left on timed section 46 when he had a large accident culminating in the car landing upside

down on a wall.

Spokes managed to extricate the unconscious Marshall and both were taken to hospital in Chesterfield, where Spokes was later released and Marshall was detained for observation, having received concussion and severe bruising. Marshall was expected out of hospital this week, but it seems unlikely a new car will be ready for the Tour of Britain.

## "Junior" comes to Britain

Twenty-two-year-old Vic Preston Jr, the East African Rally Champion and already a seasoned Safari competitor will be coming to Britain for a couple of months this summer to take part in motor sport.



Vic Preston Jr — hopes to start with Red Hackle.

driving the "old gold" Escort which was used on 1972 RAC rounds by Roger Clark and has now been bought by Roger. Detailed plans are not finalised but "Junior" hopes to enter the Red Hackle and Jim Clark Memorial Rallies among others. His co-driver will be Tony Mason who had one or two practice trips with "Junior" in Africa recently. Ron Crellin will be co-driving on the Jim Clark as Mason will be partnering Roger Clark on this event in the Team Esso Uniflo Escort.

Junior Preston will also be entered in Mexico Challenge races. It is hoped and possibly the Avon Tour of Britain.

## Texaco and Hackle regs

Forthcoming events for which information is now available includes the Texaco which is to be held on June 29-30. This RAC championship round is held in Northern Ireland over road stages and the prize fund includes a generous £300 for first place. Only 100 cars will be allowed to start, and details can be obtained from Dr T. C. T. Killen, Arranmore, Victoria Road.

Larne, Co Antrim.

Details are also available for the Hackle Rally which is to be held in Scotland on July 21. This event is over forest stages and counts for the RAC championship and also the Shell/Scottsman series, the prize for the winner being £100. Information can be obtained from Tom Stewart, 33, Bennoch Avenue, Kirkcaldy, Fife.

● In this week's Acropolis rally (May 23-26), Alpine Renault have entered three works cars with opposition from two works Fords and two works BMWs. Ford's entry is a sole 2-litre Escort for Will Sparrow and Henry Liddon.

● Mike James of Team Motac has purchased one of the first engines built by Nigel Rockey and Mike Phillips. The engine is a 1700 cc BDA dry sump, all steel unit producing 200 bhp. The first event for James's new engine will be the Lancia Pointer Midsummer stages on June 3.

## Dean changes

A new organising team has been formed by Newport CC for the Tour of Dean. The new clerk of the course is: Robert Stone, 24 Priory Gardens, Usk, Mon. (tel: Usk 2961). And the new secretary is Colin North, 19 Welland Circle, Newport, Mon. (tel: Newport 57778).

The event will have the same format, and is once again being sponsored by Shell and Howells Garages, a combination which proved so successful last year. It is hoped that increased stage mileage will be approved by the Forestry Commission, a total of 80 miles plus being the anticipated figure, all on forest track.

The new clerk of the course has some firm ideas regarding entries. The procedure which he will adopt for acceptance will be that the first 30 places will be reserved for those whom the organisers consider deserve a place in that seeded position. Other entries will be reserved, to be offered on a team basis to the clubs who assist by running a stage, the entrants being decided by that club's committee. Of the remaining 70-plus, all will be allocated at the organisers' discretion. This is to ensure a balance within the classes and the entry list, but five places will be reserved for crews who have not previously participated in a stage event.

## IRDC happenings at Scottish

The IRDC are inviting all competitors, journalists, sponsors, officials, marshals, service crews, wives, girlfriends or whatever to attend their 1973 Scottish Rally party. It starts at 5.30 pm on Wednesday 6th June, after the celebrities' Go-Kart races, with a film show in the Aviemore Centre cinema. Films to be shown are the Cable Kleber 1972 RAC Rally film "A record after 13 years," the British Leyland offering "Something Special," plus Esso's record of last year's rally season "Our man Clark."

Immediately after the three films the party will move next door into the Fraser Room for free wine, beer and cheese (at least free as long as the kitty lasts) until about 8.30 pm. Tickets 75p each will be on sale at the door at any time from Friday 1st onwards from Chris Coburn, Rodney Spokes, Nigel Raeburn, David Hardcastle or John Foden. All IRDC members will automatically receive theirs at signing on.

● Bernard Fiorentino's Simca CG won the Rally Vercors-Vivieray last weekend by only 3 min from the Ford GT70 driven by Guy Chasseuil. Their finishing times were 3 h 41 m 52 s for Fiorentino and 3 h 44 m 49 s for Chasseuil. In third place came another Simca CG driven by Salinda. The rally comprised 10 laps of a 48 km circuit.

## BRIEFLY . . .

● Current positions in the Esso Uniflo BTRDA Gold Star Championship are as follows. Drivers—1, P. Appleby, 51-4; 2, S. Iliffe, 46-4; 3, I. Harwood, 40-4; 4, G. Lepley, 32-3; 5, V. Huxley, 29-5. Co-Drivers: 1, K. Odell, 54-4; 2, R. Iliffe, 52-4; 3, S. Bretherton, 49-5; 4, M. Harvey, 34-3; 5, P. Oddie, 33-4.

● It is strongly rumoured that disc jockey Jimmy Savile will be competing in this year's RAC Rally, in the Clarke & Simpson team with Jill Robinson.

● Shekhar Mehta will be competing in the 1000 Lakes Rally with his Datsun 240Z, and after that will compete in three RAC national championship rounds in September. It is suggested that Datsun want Mehta to drive a Sunny in the RAC Rally.

● Co-driver for Andrew Cowan in the RAC Rally will be Johnstone Syer and not Brian Coyle as recently stated.

● Sandy Lawson, former BMC Competitions secretary, is to be the third member of the team entry of Team Robert Moss Ltd in the Scottish International on June 2-7. Sandy of Oxford, driving her works Group 2 Daf 55 will be partnered by her regular co-driver Miss Gaunda Fadie of Edinburgh. She joins Team Robert Moss's two regular cars and crews—the Group 2 Mexico of Richard Woodbridge and Duncan Spence and the Group 2 1300GT of John Jago and Graham Freeman.

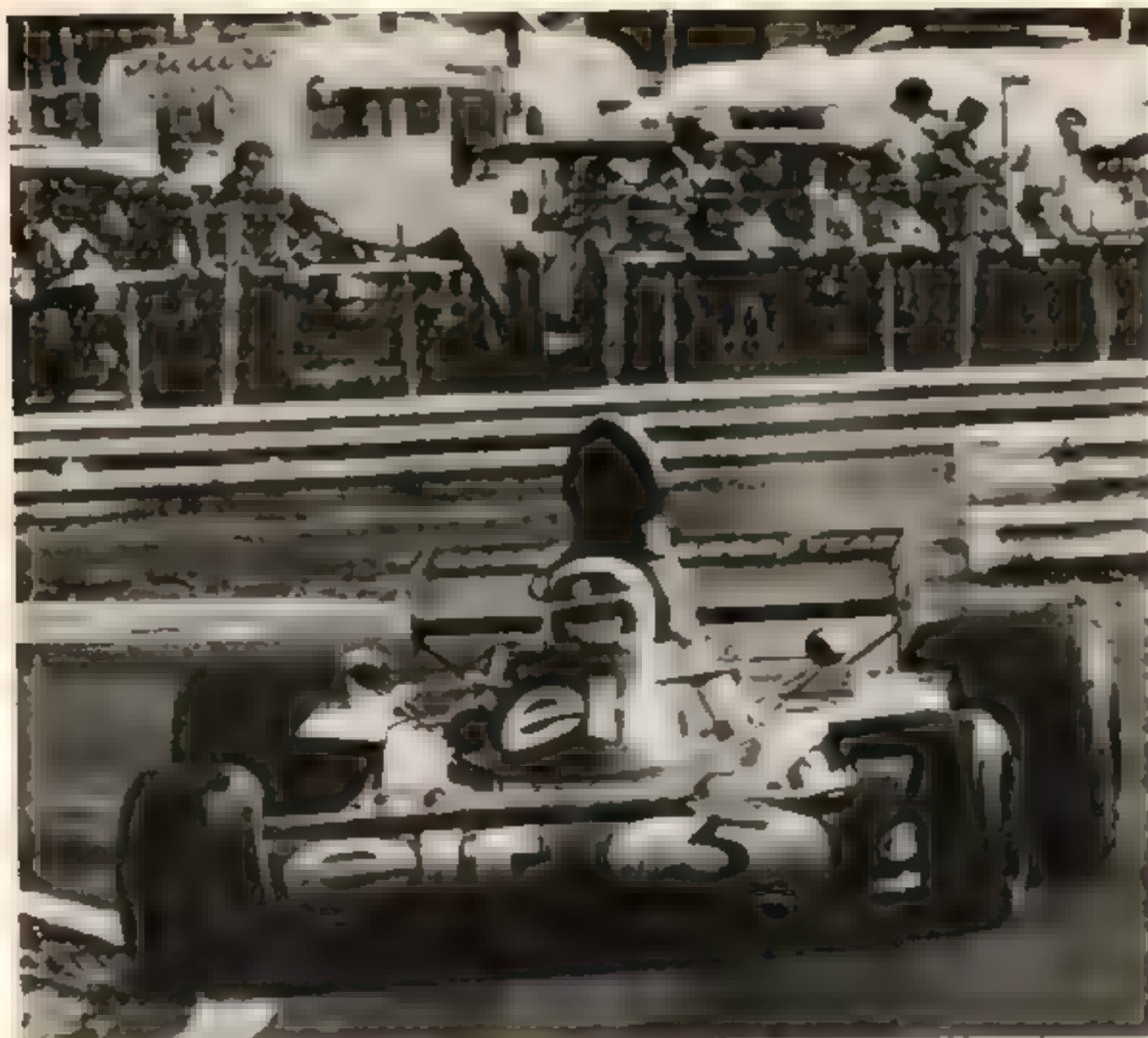
● Missed from last week's report on the Welsh was the award for first private team—this was once again won by Horsmans of Liverpool—the fourth consecutive team award gained by this team in the four BTRDA Gold Star Championship events which they have contested.

Their team for the Welsh comprised Roy Holland (Ascona), Vicki Lambert (Ascona); and Dave Campion (Escort). The only member of the team to suffer any trouble during the entire event was Dave Campion who broke his diff on Dovey 1 and had to replace it in order to continue. Both the Group 1 Asconas completed the event without any problem whatsoever.

Vicki Lambert was also awarded the prize for third Lady—although the report stated this was awarded to Linda Jackson.

● Further to the positions in the European Rally Championship for Drivers which we published last week, we hear that Porsche driver Jack Tordoff has 33 points and is currently lying second. These comprise 20 for the Circuit of Ireland, which he won 10 for the Welsh Rally ten days ago, and 3 in the Firestone Rally in April. The Carrera driver is also in the RAC rally championship.





Jackie Stewart on his way to equalling Fangio's tally of 24 GP victories



World Championship/  
round 5

## BELGIAN GP

# Stewart's 24th — a rough one

By PETE LYONS      Pictures by PETER BURN

Race data by ALAN PHILLIPS

Towards the end of the race the surface had worn away into gravel, coating the entire width with the exception of two slender tyre-tracks. To let a wheel slip from the groove was to feel, as one driver put it, "as if somebody suddenly jerked the rug out from under me." On one specific corner, at which in practice several drivers had come to grief, there were precisely six racing cars lying crashed in the outside catch fencing. Of those surviving in the race, any which had spent any time at all following another car were now thickly smeared with greasy brown road-tar. It was no longer a Grand Prix road race, it was something more like a special-stage rally under deteriorating conditions. For some kinds of sport the conditions would have been, perhaps, acceptable, but for Formula 1 racing they were ludicrous, just not a real race at all.

In practice the drivers, most of the drivers that is, had said, or tried to say, that to race on such a circuit would be so difficult and in fact dangerous that they wanted no part of it. After a long time wasted in argument and adamant waiting for other factions to move first, an agreement was reached that permitted practice to go on. As the anticipated bad conditions did not appear in the final practice, the agreement stood and the drivers committed themselves reluctantly to the race. Sunday was brighter and warmer, and almost as soon as the Grand Prix began the newly laid, unseasoned track surface began to come apart. Car after car went off line and crashed, while others collected so much sand and tar in the throttle mechanisms that two had to be abandoned on the course, one after a stuck wide-open shunt.

Many observers had stated outright their

opinion that the drivers should have stopped complaining about difficulties and just climbed into their cars and driven-to-the-conditions. That's what on Sunday afternoon they did, and at least nine of them completed the distance without crashing. The three drivers who finished one-two-three, who had in fact put on an exciting display of genuine racing for certain periods of the race, who had coped with the conditions, who had not put wheels out of the ever narrowing groove (one did spin with brake failure, which cost him the race), were as it happens three of the most outspoken drivers on the side of circuit-safety. Any of his critics who now want to say "Jackie Stewart should just get into the car and get on with it," will have to stop and think that in Belgium he did precisely that. His victory in such difficult conditions must give him the right to his views, now

The Grand Prix d'Europe—how fitting. This year will certainly go down in European motor racing history as the "year of politics," and as regards the Belgian round the whole story has been politics for months. It finally came to the point where the entirety of Grand Prix racing was mired down to a complete halt.

Once there was a fine circuit in the Ardennes at which, without question year after year, the Belgian GP was at home. Then the forces of modern events overwhelmed Spa-Francorchamps, and the annual tour of the repertoire company had to find other towns to play. Enter the chance of politics: Belgium is bitterly divided between two language groups. Like in certain other nations, the national event now must alternate between two sides of the country. Last year the GP was on the new artificial circuit at Nivelles, in the west; this time it was irredeemably necessary to hold it at the eastern side, on the artificial circuit at Zolder.

With such a chance to play politics, much politics were played, and Zolder's round of this year's series became one of the manoeuvring points between the various factions trying to assert their control over the financial structure of the "sport." So much did things go on behind the scenes that precious little went on to the scenery itself, and that was an increasingly tricky situation because quite a lot needed doing to the scenery. At the very last possible instant the work was started, and there is probably genuine heroism in the story of how it all was done in time for the first practice. Only in the same week was word finally flashed to a breathlessly waiting world: the work would be finished, Zolder was "on." Everyone inserted keys in ignitions and headed for Belgium.

And in truth, the circuit organisers had kept very good faith and had carried out every massive modification asked of them. What was once a sleepy little club circuit in a pine forest had been made over into a CSI approved, GPDA-pleasing, journalist-angering Modern International Circuit. The only

trouble, the only one of a dozen possible ones, was the new track surface itself. It was a bad job.

Quite soon into the first of two scheduled Friday practice sessions two corners started to break up. Five F1 cars went off at one location, two of them heavily enough to be damaged. Loose material appeared all around the rest of the circuit, apparently sand pulled out of the basic sand tar mixture, so that as one driver said, "put just one wheel out of the groove and you might as well switch off and park right there."

There was a meeting of concerned parties, and the second session was cancelled. Overnight patching was carried out on the two broken corners and everyone stepped back to watch what would happen on Saturday—but at first nothing happened. The drivers were adamant that before they would practice they wanted the organisers to sign a paper stating that, should the surface still prove unsuitable for GP racing, it would be the organisers who would take the initiative in cancelling, or postponing, the race. The situation, you see, was simply that whoever took that initiative thereby accepted the largest financial loss. Rather understandably, nobody wanted to take that step, and everybody sat around waiting for the other chaps



to move first.

The entirety of GP racing was at a standstill, and it seemed a deficiency that there was no operative procedural machinery to control the situation. Apparently, in departing from CSI procedure and failing to cancel the race two months before when the circuit was not suitable at that time, everyone came on to ground that was not charted. Without governing guidelines, it was simply every power group for itself.

The freshly redecorated old Zolder circuit is not actually too bad a place. A bit tight, dull in some places, it does have a couple of more stimulating sections. There is a startlingly fast left-right swerve on to the pits straight which some F1 cars could not quite take flat-out, and right behind the pits where everybody can watch is a newly built chicane not unlike the famous one at Thruxton. Three times per lap the brakes are taxed very heavily, which, as at Barcelona, caused nearly everyone some grief. The miles of newly-sunk guardrail and catch-fencing, the adequate pits, paddock and official facilities, and the acres of advertising boards and banners, many of which proclaimed Marlboro's heavy investment in the well being of the GP d'Europe, created quite a serious, up-to-date atmosphere.

The existing lap record was done, before the chicane, by Gethin in a G7 car at 1 m 24.2 s or 111.15 mph, three weeks before official practice. Fittipaldi's JPS on private testing equalled that with the chicane. Since then, of course, the surface of the entire 2.8 miles had been completely altered more than once.

## ENTRY

At last John Player Team Lotus were up to their long-threatened full strength of four race-ready Specials, time having finally been found to repair 72-6 after its Silverstone shunt. Both Emerson Fittipaldi and Ronnie Peterson practised both their cars, which displayed nothing new. It had been found, incidentally, that the handling trouble with newly-rebuilt number 7 in Spain had to do with a steering rack that was slightly too long, so that the front wheels were bump-steering, and with this fixed it was going well.

SEFAC Ferrari had the same two new cars as in Spain with the same single driver, Jacky Ickx. The second chassis built, 011, which had been put away boiling after only a few minutes of Spanish practice, had been converted to a front radiator like the original 010; a different appearance of the sides distinguished the two cars.

Elf Team Tyrrell's complement was three cars, as before 005 was but a spare and in fact unused during official practice, but it had been modified with water radiators in the side pods, oil cooler moved to the nose, and a wedge-shaped nose section. This was numbered 8T and Francois Cevert tried it the morning of the race for the first time. The two 006 cars were much as before except for a change over to Lockheed brakes, on all four corners in the case of Jackie Stewart's 006 2 and on the front only of the other. In the middle of Saturday practice Stewart's car was whipped away and changed over to out-board front brakes.

Yardley McLaren never did bother to unwrap their spare M23, the regular original pair serving Denny Hulme and Peter Revson well enough, and virtually without modification.

Ceramica Pagnossin's second ex-works Brabham BT37 had been prepared to replace the written-off first one. Andrea de Adamich going somewhat carefully in it—he'd had the odd shunt or two recently and didn't want any more. The two works Brabham BT42s were much as before, although on the original Wilson Fittipaldi car the oil coolers were back into their original pods behind the driver's head. Both cars had new rear aero-folia, and an intelligent-looking detail at the back of the throttle-slides: neat covers to protect the mechanism from dust.

The three Shadows were familiar, the Graham Hill/Embassy Racing entry brought



Early fifth place dice between Emerson Fittipaldi, Stewart and Pace

up to more of the latest specs (particularly the long nose) of the two UOP entries of George Follmer and Jackie Oliver. The two March 721-G 73ls were unaltered, although attention was still being concentrated on getting more aerodynamic downforce at the noses. Mike Beuttler was satisfied with his Clarke-Mordaunt Guthrie Durlacher entry and Jean Pierre Jarier was similarly content with his works STP car, being unable to detect the handling problem that so worried Pescarolo at Spain.

Once again there was a brand-new Marlboro BRM chassis, another P160E number 08, this being driven by Niki Lauda. (To keep track, the current tally of running chassis is 5.) Jean Pierre Beltoise was with one regular car, but Clay Regazzoni had two cars to play with, a regular one plus the Spanish spare which in addition to its front suspension experiments had now been fitted with a revised rear suspension to accommodate a Firestone experiment, new tyres of 26-plus diameter like the current Goodyear normal tyres. Firestone as a matter of fact had come with completely new constructions and compounds in their normal, 24 in size, which were a great improvement and put heart into that whole end of the pits.

The one new machine on hand was the long-awaited Martini Tecno, which after something approaching 1,000 miles of testing was finally deemed about ready to show in public. The elusive overheating problem, which had been put down to head-gasket (ie, sealing-ring) trouble, was cured in the end by simply simplifying the header-tank, which apparently was initially too complicated to work. Chris Amon reported that the current engines have been modified to give torque lower in the rev range, meaning the big flat 12 now pulls from around 7000 rpm, at the expense of some top-end power. He went on to remark that in truth the car wasn't quite ready to appear, but he had felt it important for a variety of reasons to get the team out of the factory and to the races. This was the first one-off McCall-designed chassis, and it was encouraging to find that it was able to hold its own with the bulk of the F1 regulars. At rest it lacks in appearance a certain exquisite delicacy of construction shown by most other F1 designs, but once on the move it looks quite smooth, compact, and efficient. Besides, the noise of the engine is splendid!

Both the Surtees-Finas had been modified in detail, with different brakes, different rear anti-roll bar mountings, and stronger half shafts; Mike Hallwood's car stopped at that but on Carlos Pace's an extractor duct had been cut in the front end of the side "pon-toon" to get hot brake air out of the nose area. Completing the list of 29 F1 cars on hand were the pair of Iso-Marlboros, the

Frank Williams team having concentrated on the existing design. As usual, Howden Ganley was in the second car built, Nanni Galli in the original, while a third chassis is nearing completion as a spare.

## PRACTICE

Friday's first (and only) practice session quickly created some very unhappy people. The fresh surface, only days old, was clearly inadequate for at many points merely the pressure of a shoe was enough to make it shift and squirm. All around the track, said the drivers, sand appeared to be coming out of the mix and settling just out of the "groove." Then, in two right-hand bends, the surface started peeling up in chunks. Drivers arrived on scenes greatly different from the previous lap, several spun, and two crashed. Jarier knocked his nose off against a barrier, and Follmer went into the sturdy catch fence hard enough to destroy his right-side suspension and damage the right front corner of the chassis.

In what was to have been an interval between sessions everybody concerned met together, and the officials decided that no further practice should be held that day. The firm entrusted with the paving was brought back to see what they could do about the broken areas overnight, but the drivers held a meeting of their own at which the idea of abandoning the whole race was discussed. The meeting was private, but apparently the situation was this: while everyone appreciated the enormous efforts of the organisers to comply with all GPDA requests, there had been an understanding earlier in the week that should the new surface prove unsuitable on Friday, the race would be called off then and there. Now the organisers wanted a second chance, and many of the drivers felt it was time to put an agreement in writing. At one point a visiting official was asked to do this, but apparently refused.

The discussion went on for hours, until well after dark Friday evening, but finally the GPDA president emerged and read a statement. The GPDA members would not practise again unless by 11 am Saturday (1½ hours before the start of the first session) the organisers had signed an undertaking to cancel or postpone the event without further delay should the track surface still prove unsuitable.

Saturday's deadline came and went, but nothing had been signed. The racing cars were brought to the pits, but the drivers were in another private GPDA gathering. Earlier, the entrants of the supporting Super Vee race had practised, and within five laps the surface of the overnight patching had begun to break up. Some of the F1 drivers





Lap two and Cevert leads Peterson, Ickx, Hulme, Beltoise and Reutemann

had walked out to watch, and had reported back. The GPDA still wanted their signed paper.

At 1.35 pm Jacky Ickx, who is not a GPDA member and who had told the group of his feelings, took his Ferrari out to practise. Shortly he was joined by the Iso-Marlboro of Nanni Gollini, who said he had arrived at the circuit late and wasn't able to get into the meeting. There was a flurry of activity amongst marshals and press, and loud music was played, and everything was done to make these two singleton cars look like a real practice session, but clearly the most interest was in watching and waiting to see what would happen.

Certain team managers had actually ordered their drivers into action, but the GPDA ties were stronger. Highly paid mechanics sat around idly. Reportedly, the ranking CSI man on the scene was asked to make a decision, but he served also in capacity as president of the Belgian club and declined to accept that it was a CSI matter. The organising officials refused point blank to sign the paper. At least one driver pointedly packed his bag.

Could a Grand Prix actually be held with two cars? Could the Super Vees be allowed into the Belgian GP? Had such a situation ever arisen before? Obviously not—nobody knew what to do.

Just before 2 pm there was a sudden bustle, and the missing drivers hurried into the pits. Reportedly, the lady who actually owned the circuit had found the correct top man and had brought him to the GPDA, and he had signed the paper without hesitation. Should the afternoon demonstrate the race could not be held, the organisers agreed to pay the drivers the sum of 3½ million Belgian Francs. The passed buck had finally been accepted.

Haslwood was first out in his Surtees—fitted with hand-grooved intermediate tyres as an experiment—and then everybody went out, and came back in, and ears were cocked to hear about the track. The track? The track is all right. Grips better than yesterday, and there isn't any sign of breaking up. Nor was there more than a token chunk torn up here and there for the rest of the day. The Super Vees had apparently done all the damage that could be done. So the race was finally on

after all.

The practice time available after all the politicking was considerably shorter than needed. Another problem that became apparent when the time sheets were handed down on Friday was that very few official times agreed with those taken by the teams, and this carried on throughout Saturday. The net result of all this questioning and uncertainty, this talking and manoeuvring, this rather absurd two days, was that much of the real activities for which everyone had ostensibly come to Belgium, were lost in obscurity.

We think that no matter what the circuit's timers said it was not Emerson but Mike who was fastest on Friday, at about 1 m 26.8 s. Ronnie was timed privately second best at 1 m 27.0 s, while Emerson came only joint third fastest with Beltoise and Lauda at 1 m 27.2 s, and so it went down the line. All this was on the Friday surface that was getting progressively worse, so that no driver could feel safe hurling himself on to a section that might have changed significantly in the last 90 s. Folmer and Jarler both shunted their cars, as has been described. Other troubles affected Hulme, whose throttle cable stuck, and Ganley, who did one slow lap with a brand new engine showing no oil pressure. Nearly every driver started saying his brakes were fading, due to the severe applications needed three times per short lap.

During the evening of Friday mechanics had to drive themselves to repair damage and prepare for a Saturday session that nobody could be sure would happen. The feeling then, as well as Saturday morning itself, was that despite the genuine wish of everyone to hold the race if at all possible, it was not going to prove possible.

By the time everything was sorted out on Saturday afternoon there was just half an hour left of the first session. After a half-hour pause—not really a very long time to discuss problems that have only just begun to show up after half an hour of practice, let alone try to fix those problems—there was a further two hours, and in this at last some useful lapping was accomplished. Once again, after it was all over the timers downstairs did not agree with those upstairs.

Comparing notes among the girls, we think

we agree that Ronnie was fastest, in both of his cars. Another deficiency of the official sheets was that they failed to distinguish between regular cars and clearly marked T-cars, while it was not Stewart or Revson or Ickx who was next but Emerson, Cevert, Hulme and Reutemann sharing 1 m 23.2 s.

Peterson's quicker time with his T-car, the rebuilt 72-6, was something of a surprise. He'd taken it out casually toward the end of practice just to make sure it would run, and without trying very hard and without having certain little problems sat right did a superior time. Fittipaldi by contrast was less happily surprised; his regular car had a fuel pressure problem, so while that was fixed he used the T and discovered a brake judder problem. Towards the end his race car was running well, but by then, he found, the track had become oily and dirty so there was no chance to go fast.

Ickx found that the engine in one of his cars was duff, so he had to accept the time for his other on which the brakes were fading and the handling was giving the odd unexpected twitch, but it was a time good enough for third starting place in his home country's GP. Both Tyrrells, as at Spain, were in trouble with brakes and most of the time was spent worrying about them. Midway through the last practice Stewart had his car taken away and the front system was changed to outboard discs—for expediency the inboard system was left in place, but unconnected, so there was the novel sight of four front brakes, which come to think of it might have proven to be the answer—but there was only just time for one or two trial laps as the chequered flag ended the session, so no conclusions could be drawn. (Stewart has said in the past, incidentally, that he cannot detect any difference in front suspension behaviour with the weight of the brakes inboard.) Cevert was likewise unhappy about his brakes, and spent practice doing only a few laps at a time.

Hulme's Friday throttle trouble did not recur, and his Saturday performance was a fine, professional Denny Hulme effort which put him on the front row (after, of course, the officials were put right about times).



Rayson, however, was in some kind of mysterious horsepower trouble. He set his best time early on, but later no matter how much he improved the chassis and tried harder, he could not match it. The engine felt, he said, as if something was bogging it down. His practice stopped, finally, when a dog ring inside the gearbox broke in two and a piece poked its way through the case.

De Adamich stopped early, feeling that if he carried on the engine would blow up, while Wilson Fittipaldi's engine did blow up suddenly after only three laps of practice. (The fragments in the oil system required that the mechanics replace his oil coolers, which replacements fit only onto the back of the BT42, but they say they are now convinced that the proper place is in fact up in the designed position, behind the driver's head). Reutemann was enjoying quite a good day, and was really pleased with his car, and was one of only a couple of drivers who could say they had no brake troubles at all.

The Jarier March was in trouble with handling, for the front springs seemed to be sagging, which meant that the longer front spoiler which had been fitted to kill understeer dragged on the road. Seutiler was however fairly happy. Hill's Shadow was not going fast, despite quite a lot of practice laps, although at one point as a shift was missed the engine rev limiter "blew a thyristor" and Graham had to be pushed in from the hairpin. On his first lap of practice Oliver's engine was off song, and a plug check revealed water in a cylinder so he lost the rest of the day with an engine change—Jackie's fortunes in the team of which he was an instigator must be beyond the point of giving him grief, for he's begun saying in a deceptively mild tone that he feels like quitting the whole game and going fishing, or something! By contrast Follmer's Shadow was going fairly well, but he did have a brake fade problem and there didn't seem to be time to cure an oversteer condition which forced him to lift off at places other cars could take flat.

Regazzoni had a bumpy spin over the kerbs of the chicane, which apparently warped the front bulkhead and put a wrinkle in his BRM's tub, but he carried on until his engine suddenly cried out for a change. He tried the spare car to see about the larger tyres, but didn't do enough laps for an evaluation. Amon's practice of the new Tecno, which had only come to five laps on Friday because of a holdup at Belgium customs, was hand-

capped on Saturday by the engine's refusal to pull more than 10,000. The trouble finally manifested itself when part of the valve gear came bursting out of one of the cam covers, but Chris was generally quite pleased with the way the new car behaved, and his times did not disgrace either the chassis or his own ability after his seven-months lay-off from F1 racing.

The Surtees mechanics were faced with a rebuild when Pace went off at the same corner that had claimed two cars on the Friday—this was happening so much that it was becoming necessary to find a name for this medium-speed right-hander, the one before the "hairpin." Hatwood's engine was giving a nasty misfire until the problem was traced to plugs, but he was one driver who seemed not to share the general misgivings about the circuit. He went along with the group, but was first one out to practice when the agreement was reached. Where had his Friday speed gone? "Oh, I'm still going as well, I can usually get down to a time fairly quickly, but then all the others start improving their cars and I don't know how to go about that."

In the Iso team things were not well, for Ganley found his new engine was doing the same cutting-out that had afflicted him in Spain. Galli's car showed no such trouble, but there simply had to be something wrong in the fuel system of the one car. Yet it couldn't be traced.

Practice came to its end with nobody very happy about what they had been able to do to their cars—this was the second weekend in a row when practice time seemed too short and one wondered if it had started on Thursday, as in years past, everything might not have been better by Saturday. Drivers were still worried, although the track surface was not displaying its potential nasty tendencies, and some of them were going around amongst their friends seeing if there had been anything new they had missed in the way of super-stone-proof visors. There wasn't.

By Sunday morning the very suspect list of official times had been revised, and with a couple of exceptions the final grid sheet of several issued represented times the teams more or less agreed with. In the hours warm up session some good at last and was—Oliver got his car going at last and was clocked at a better-than-grid-place time by three or four seconds—but there was trouble as well. Ronnie disappeared off the edges of the chicane in a cloud of sand, bashing the

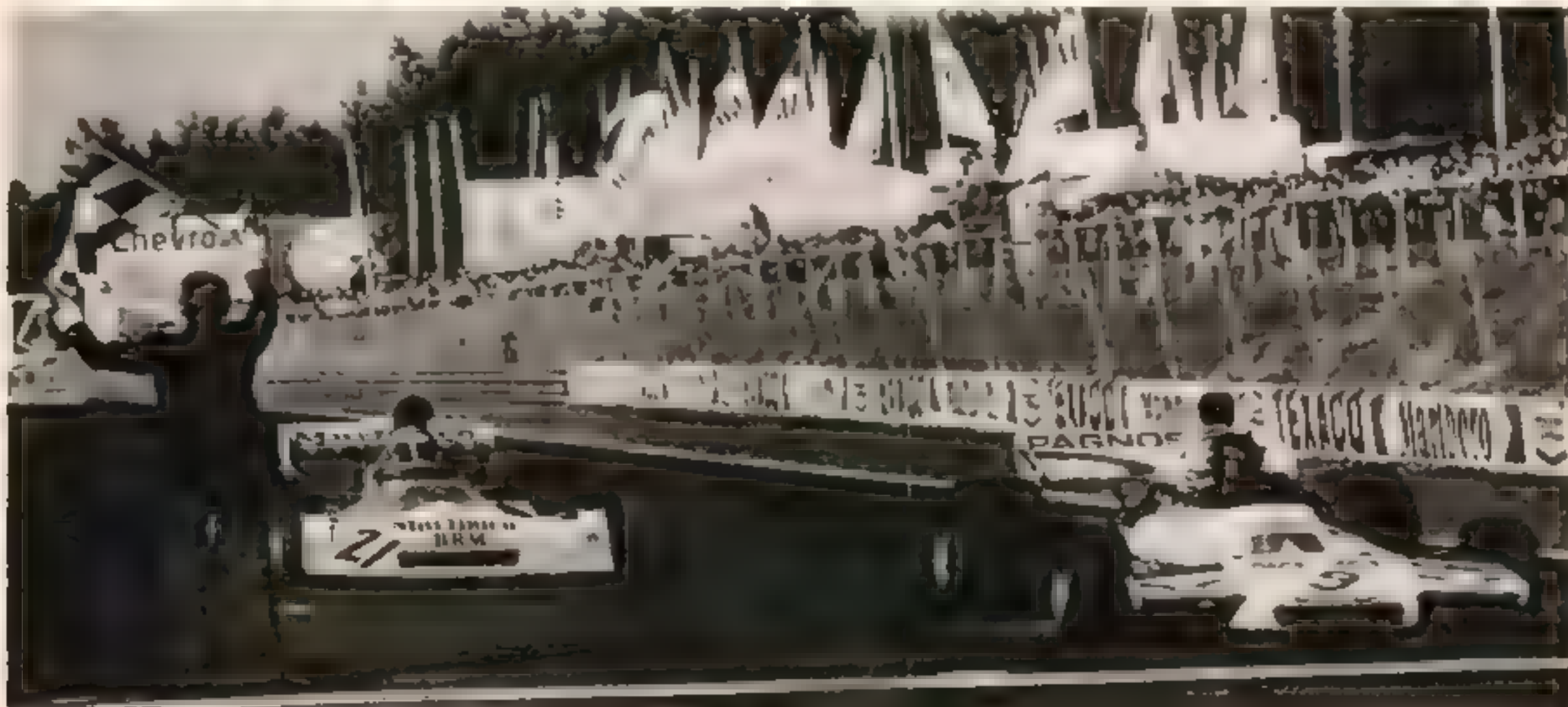
rear end of his race car against the fence. He came back to the pits and got out his training car and set off in that. After a few laps he was given the "in" sign, slowed down for a cool-off lap—and vanished. Before long he reappeared in the form of a figure seated up in the breeze on the wing of his teammate's car. He said the first shunt had been due to brake failure, the pedal just went straight to the floor (he was on new pads, the team explained), but the second was due to driver failure. He just lost concentration thinking about tyres or something and went off into the fencing. Guess where, Right, on the outside of "the" corner.

Team Lotus then hurriedly put two cars together, and luckily the two shunts were at different ends. They could take the rear wing, oil tank, and oil cooler off the second one and put them on the one that had been intended as the race car in the first place, and by race time at 3.30 pm everything was done up professionally. As the cars were let out for a warm-up before going to the false grid, Peterson hadn't decided which tyres he wanted for the race, so he managed to sneak through and do two laps of experimentation. The team management finally made the decision for him, but still it was panicville for the pole sitter and at the last minute before the start he asked for his front wing angles to be steepened. Thus he put himself in the position of gambling on a combination he'd never tried. Sometimes such a gamble works out.

## RACE

A moment after the 30 seconds board was held up, the starter made as if to start the race; both Peterson and Hulme crept forward, the starter made an admonishing wiggle of his finger; the entire grid took off anyway with the exception of Hulme who was caught out a fraction of a second and put too many revs through to his wheels and smoked off with the second and third rows surrounding him. As they all streamed into the Nürburgring-style first turn it was Peterson clearly in front, Cevert and Ickx sort of blended together for second place, with Hulme surrounded by alien airboxes. As they all re-emerged along the behind-pits straight and braked for the chicane it was still Peterson, Cevert, just overtaking Ickx, and Hulme had asserted himself for fourth place.

Close finish for fourth and fifth as de Adamich passes Lauda just before the line as the BRM runs out of fuel. The placings were good rewards for steady and sensible drives in the conditions.





with Reutemann behind. They all streamed away up the artificial "Hugenholz Hump" and into the spectator-thronged pine forest, and in a very short time came popping out along the return straight and through the ultra-fast esses to the finish line. It was still the JPS in front, but not by much, and in fact whereas on some circuits the field usually strings out quickly on this circuit the field was still bunched up closely. On the second lap Cevert harried Peterson and just before the line zoomed out and by into the lead. This was a phenomenon, but wait until the next time—at the end of the third lap Cevert was exactly 2 s ahead of Peterson. Next time he had picked up a further 1.4 s, which was augmented by another 0.8 by the exit of the chicane a mile or so later, and by the end of the fifth lap the gap was 5.7 s! It was not the field that was stringing out, for most of it was still bunched. It was just Francois Cevert who was stringing out. It was an electrifying sight.

Hulme's fluffed start had put him behind Ickx, which fact put the McLaren off the road in the first turn of the 6th lap when the Ferrari started an oil spray. With sand in his throttles Denny struggled back to the road and went slowly around to the pits to have them cleared, he arrived far too late to see the Ferrari shoot up to the main straight, suddenly drop out of formation by slowing, and then as it crossed the line send out a huge burst of oil and smoke right in front of the pits. The cause was a non-scavenging oil pump, which trouble had showed up in the morning session as well and not responded to pump replacement.

Already it had started going wrong, this race. Hill, all alone at the back of the parade, stopped to have a plug wire replaced. Gelli came in and so did Ganley right behind him. Iso's having the first signs of what was going to be a very bad day. Amon had been holding

his own at first, but after a few laps he dropped to the rear. And Peterson was in obvious trouble too.

Cevert's early burst of speed had put him some 10 to 11 s ahead of Reutemann, who when Hulme and Ickx dropped back and out respectively found himself in third place, and now this gap was more or less stable. But the gap from Cevert back to Peterson in second place was increasing by as much as a second a lap on some laps, and soon the black JPS had a white Brabham closing up tight behind. What another good run for Carlos this looked like being—but the unpleasant side of the Spanish parallel was part of the bargain as well. The white car was beginning to trail smoke, and just when the two were right up close together, nose to tail, accelerating up away from the hairpin to the esses, there was a sudden heavier plume of smoke and Reutemann turned off and coasted straight into the pits. Oil leak, and a blow up.

Relief for the first-lap leader, but the pressure wasn't off. His problem, it emerged later, was that the last-minute adjustments had put too much oversteer into the handling, and also his brakes were fading away badly. More gradually now, but still inexorably, he was losing ground to the next challenge from behind, which was his teammate the World Champion and Jackie Stewart having a terrific scrap for what was now third place. They were about 15 s behind Cevert and holding it, and gaining on Peterson.

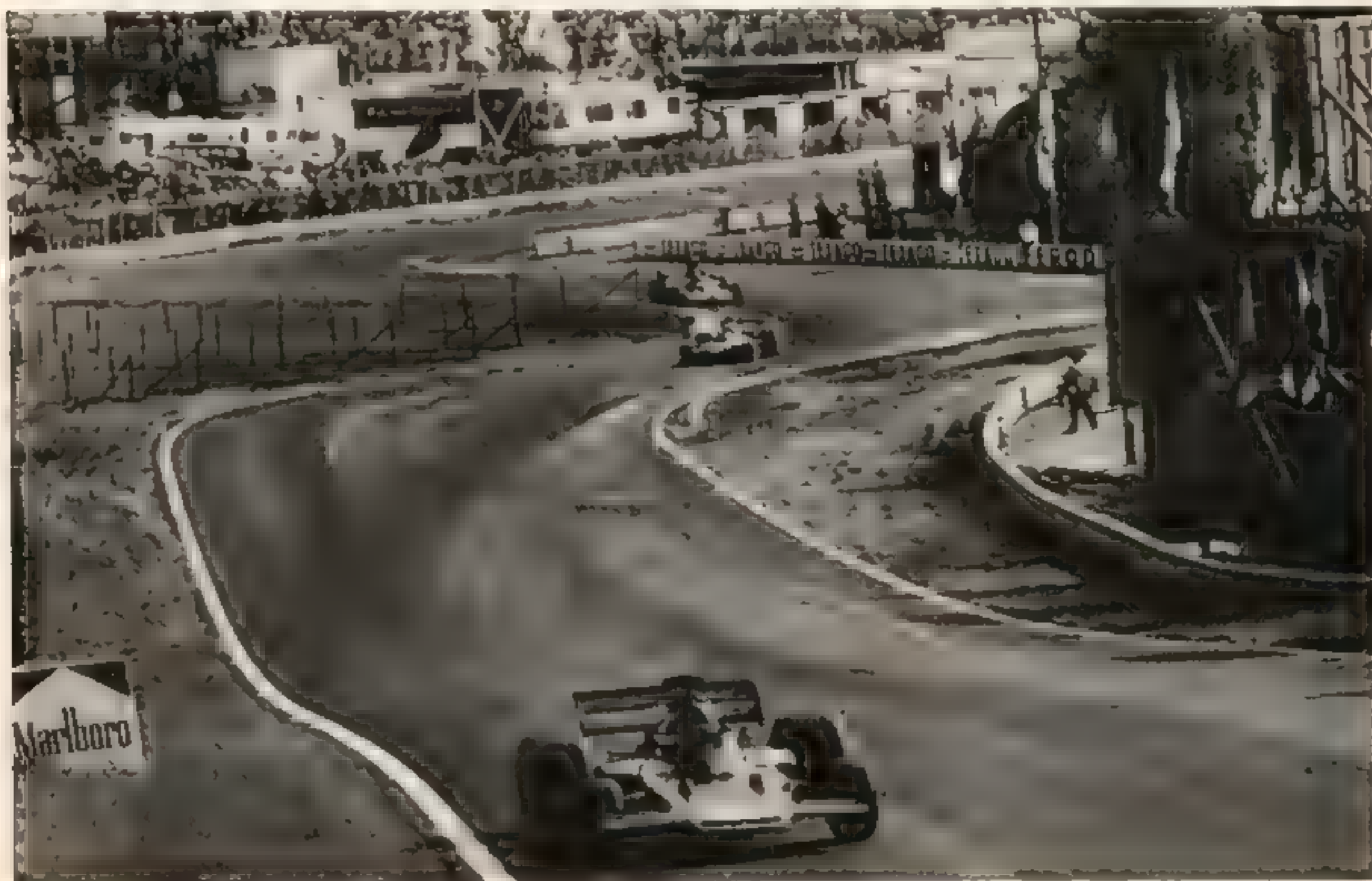
By this time, it was obvious that conditions were getting bad on the circuit. Much of the field was still in something of a string, and on the forward-facing surfaces of most cars there was a rapidly darkening smear of dark brown glistening material. Follmer dropped away toward the end of the string, and presently slowed, and parked at the side of the road with his throttles so jammed with

flying debris that they wouldn't operate. Ganley had the same trouble, but his jammed open coming into the hairpin and he ended up in a shunt. Hailwood, on his fifth lap, had gone off the road at that same corner that had figured so much in practice. On the 12th lap Oliver was caught out by the disintegrating surface and crashed the Shadow into the derelict Surtees, doing neither much good but the Shadow monocoque was badly crumpled. Then on the 33rd lap Revson had the same thing happen at the same place—he put his wheels no more than a couple of inches out of the groove and the McLaren snapped out of control and mowed down another length of catch fencing. He had actually arrived into 3rd place by that point.

While disasters were striking down the field, they had been striking up the field as well. Peterson's ailing car was slowly but surely overwhelmed by the Fittipaldi-Stewart dice, both blowing by easily on the 19th lap to dispute second place. And then suddenly it was first place they were disputing for Cevert, all alone far out in front by a steady comfortable 15 s, was missing.

It may have looked comfortable from the sidelines but it wasn't inside Francois' car, for his brakes were giving him constant trouble. As in practice they were fading, which he had learned to cope with and was in fact still going faster than anyone else was ever able to go all day, when without warning as he put them on for the hairpin the pedal went straight to the floor. He aimed toward the inside of the turn, intending to ride over the soft sand of the verge to slow down, but succeeded only in spinning the car to a halt at the apex of the corner. He was pointing nose-in to the kerb there, but when he tried to select reverse to back away there was no reverse available. By the time he'd sorted everything out, driven carefully forward over the kerb and the sand, and settled back into

The new chicane of the Zolder circuit with Fittipaldi in second leading Cevert with Jarier's lapped March separating them.





the race, his lead was long gone and irretrievable. He did, however, keep fastest lap and for his eventual climb up to second place he was given the Siffert award.

Just as they found themselves dicing for the lead, and it had suddenly become as serious a dice at that, the Fittipaldi-Stewart duel which was the brightest thing in the

race, dimmed. The Tyrrell abruptly pulled out of the slipstream and right in front of the pits stormed on by to the front. Fittipaldi seemed unable to fight back and from then on he gradually dropped back and Stewart was able, himself troubled by fading brakes, to go on and win. Emerson, who was one of the few drivers not troubled by fading

brakes, whose car was in fact going perfectly in the braking and cornering zones, was having trouble in the straights. His fuel pressure gauge was going down and with it his horsepower. Oddly, it only affected him in 4th and 5th gears—it had happened at one point in practice as well—so it was certainly some sort of installation problem. It meant that in the lower gears the engine pulled as strongly as ever, but in the higher ones the engine suddenly stuttered and stumbled with increasing nastiness.

Ronnie's problem had put him back into Revson's clutches, whose crash once again saved the second JPS from total obscurity on the lap chart, but within a few laps number 2 disappeared from the lap chart altogether. By now at "the" corner the surface was covered with gravel so that there were but two narrow, one-tyre-width paths into which one absolutely required to place one's tyres. On his 43rd lap Ronnie missed, and for the second time that day visited the ditch on the outside. The corner was getting littered with broken race cars, and it was coming to a point that there were more drivers walking back along the edges of the circuit than there were driving around it.

It would have been a sound scheme to show the chequered flag by this point, for the race as such was over. Nothing good was happening anymore, only bad. Pace had been going well, but abruptly his rear wing stays broke—probably a legacy of his Saturday shunt, the mechanics thought—and he visited the pits with it fallen back nearly dragging on the ground. He continued without it, but it was painful to hear how much he had to lift off where other cars stayed hard on the throttles through corners. Beltoise, who had been going best of the BRMs, had his engine go stuttery and nasty, and after several stops just soldiered on to finish. Wilson Fittipaldi retired when an engine misfire, added to serious brake trouble, made it worthless to continue. Hulme carried on with his brakes completely gone, just metal against metal, and also without third gear by the end. Emerson Fittipaldi's engine became so bad that by the end it was running just on the electric pump, which meant that it was hardly running at all, and he was passed by Cevert. Regazzoni, who had had a stop to replace a puncture, suddenly ran out of brakes and crashed at the hairpin right near Ganley's wreck—whose wrecked car had already been joined by Galli's too at the same spot when its engine stopped! A mere lap from the end Lauda, who had been driving well and continuing to win approval from observers who have begun watching him of late, came to a stop completely out of fuel. That put a steady, untroubled, conservative Andrea de Adamich up into a sound 4th place by a whisker at the line!

On his 61st lap Jarier, who had been going slowly in a straight line with transmission trouble, lost control in a certain right-hand corner and in sliding off to the outside crashed into first Revson's M23 and then Peterson's 72, compounding the damage to both. Three laps after that Boutsier's March fell off the road coming into the same corner and shunted the fence to make the tally of wrecked racing machines lying in the sand of the one location six. Motor racing has a new famous corner—the Virage de C'Arnage.

That Stewart, Cevert, and Fittipaldi stayed on the road and on the same lap, despite all their troubles, was a testament to skill and care and driving-to-conditions. De Adamich did well also, and so did poor Lauda, but some sort of hero's award ought to go to Chris Amon, who came in sixth in the first race of the Tecno. From the first half dozen laps he'd been troubled by cockpit heat, which he said later acted as a drug on his senses. He has scarcely any memory of half the race, except a vague sense of having no idea what he was doing. He was exhausted at the end and on the point of losing consciousness, and his feet were badly burnt. That in such a state he did not put a wheel wrong on a day when several aces crashed, deserves some kind of respect. Welcome back, Chrissy.



He lost three last Sunday — Ronnie didn't have a happy Grand Prix



President of the GPDA Denny Hulme seems a bit concerned about something!



A stocking was put over the intake on Hill's Shadow to collect all the rubble.

Chris Amon drove a remarkable race in the Tecno to finish sixth despite being semi-conscious for much of the race.





# BELGIAN GRAND PRIX

DATE AND C. REUIT	MAY 20 1973	ZOLDER.	WEATHER	WARM DRY
LENGTH	70 laps of 2.622 mile circuit	183.54 miles		
CATEGORY	FORMULA 1	WORLD CHAMPIONSHIP ROUND 5		
NO. OF STARTERS	25	FINISHERS	9	
WINNER	J. STEWART	TYRRELL FORD	BY SPEED	107.73 mph
FASTEST LAP	F. CEVERT	TYRRELL-FORD NO. 6	ON LAP 29 IN 1 MIN 25.42 SEC.	110.51 mph
EXISTING LAP RECORD	F. GETHIN	CANAM-MCLAREN M85	IN 1 MIN 24.2 SEC.	111.22 mph
PREVIOUS YEARS RESIST (MILES)	E. FITTIPALDI	JPS-FORD 720		113.55 mph



NO.	DRIVER	CAR	TEAM	TYRE	STATUS	TIME	POINTS
1	E. FITTIPALDI	JPS FORD 720	JOHN PLAYER TEAM LOTUS	GOOD		72.0 7	DFV 150
1T	E. FITTIPALDI	JPS FORD 720	JOHN PLAYER TEAM LOTUS	GOOD		72.0 5	
2	R. PETERSON	JPS FORD 720	JOHN PLAYER TEAM LOTUS	GOOD		72.0 8	
2T	R. PETERSON	JPS FORD 720	JOHN PLAYER TEAM LOTUS	GOOD		72.0 6	DFV 097
3	J. JACK	FERRARI 512 S3	S. P. A. FERRARI S. E. F. A. C.	GOOD		512 S3 01	Type 325
3T	J. JACK	FERRARI 512 S3	S. P. A. FERRARI S. E. F. A. C.	GOOD		512 S3 010	Type 325
5	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	GOOD		006/2	DFV 086
6	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	GOOD		006	DFV 098
7	D. HULME	MCLAREN FORD M23	YARDLEY TEAM MCLAREN	GOOD		M23 1	DFV 122
8	P. REVSON	MCLAREN FORD M23	YARDLEY TEAM MCLAREN	GOOD		M23 2	DFV 092
9	A. DE ADAMICH	BRABHAM FORD BT 37	CERAMICA PASHOZEIN TEAM MED	GOOD		BT 37 2	DFV 113
10	C. REUTEMANN	BRABHAM FORD BT 42	MOTOR RACING DEVELOPMENTS	GOOD		BT 42 5	DFV 111
11	W. FITTIPALDI	BRABHAM FORD BT 42	MOTOR RACING DEVELOPMENTS	GOOD		BT 42 2	DFV 107
12	G. HILL	EMBASSY SHADOW DNI	EMBASSY RACING	GOOD		DNI 3A	DFV 85
14	J. P. JARIER	MARCH FORD 7210	STP MARCH	GOOD		7210 4	DFV 094
15	M. BEUTTLER	MARCH FORD 7210	CLARKS MOTORSPORT OUTSIDE DUNLOP	GOOD		7210-1	DFV 084
16	G. FOLLMER	UOP SHADOW FORD DNI	UOP SHADOW RACING TEAM	GOOD		DNI 2A	DFV 076
17	J. OLIVER	UOP SHADOW FORD DNI	UOP SHADOW RACING TEAM	GOOD		DNI 1A	DFV 136
19	C. REGAZZONI	BRM P160 E	MARLBORO BRM	GOOD		P160E 07	142 08
19T	C. REGAZZONI	BRM P160 E	MARLBORO BRM	GOOD		P160E 05	
20	J. P. BELTOISE	BRM P160 E	MARLBORO BRM	GOOD		P160E 03	47 020
21	N. LAUDA	BRM P160 E	MARLBORO BRM	GOOD		P160E 08	142 001
22	C. AMON	MARTINI TECHNO M123	MARTINI RACING	GOOD		PA 123	
23	M. HAILWOOD	SURTEES FWA TS 14A	BROOKS BOND OMO-BOB WALKER TEAM SURTEES	GOOD		TS 14A 04	DFV 083
24	C. PACE	SURTEES FWA TS 14A	BROOKS BOND OMO TEAM SURTEES	GOOD		TS 14A 03	DFV 114
25	H. GANLEY	150 MARLBORO IR	FRANK WILLIAMS RACING CARL	GOOD		IR 02	
26	N. GALLI	150 MARLBORO IR	FRANK WILLIAMS RACING CARL	GOOD		IR 01	

POS	NO.	DRIVER	CAR	TIME	STATUS	ENGINE	DRIVER	ENGINE	DRIVER	ENGINE	DRIVER	ENGINE
1	5	J. STEWART	TYRRELL FORD	70	1h 42m 15.43s	107.73 mph	LOCK	PER	KONI	15 400A	MOTORCRAFT	LUCAS
2	6	F. CEVERT	TYRRELL FORD	70	1h 42m 45.27s	107.18 mph	LOCK	PER	KONI	15 400A	MOTORCRAFT	LUCAS
3	1	E. FITTIPALDI	JPS FORD 720	70	1h 44m 16.22s	103.82 mph	LOCK	PER	KONI	15 400A	CHAMP ON	LUCAS
4	9	A. DE ADAMICH	BRABHAM FORD BT 37	69			LOCK	PER	KONI	15 400A	CHAMP ON	LUCAS
5	21	N. LAUDA	BRM P160 E	69			LOCK	PER	KONI	15 400A	CHAMP ON	LUCAS
6	22	C. AMON	MARTINI TECHNO	67			LOCK	PER	KONI	15 400A	MOTORCRAFT	LUCAS
7	7	D. HULME	MCLAREN FORD M23A	67			LOCK	PER	KONI	15 400A	CHAMPION	LUCAS
8	24	C. PACE	SURTEES FWA TS 14A	66			LOCK	PER	KONI	15 400A	MOTORCRAFT	LUCAS
9	12	G. HILL	EMBASSY SHADOW DNI	65			LOCK	PER	ARM	15 400A	MOTORCRAFT	LUCAS
10	9	C. REGAZZONI	BRM P160 E	63			LOCK	PER	KONI	15 400A	CHAMP ON	LUCAS
11	15	M. BEUTTLER	MARCH FORD 7210	63			LOCK	PER	KONI	15 400A	MOTORCRAFT	LUCAS

RETIREMENTS				TECHNICAL REASONS				
NO.	DRIVER	CAR	REASON	NO.	DRIVER	CAR	REASON	
23	M HAILWOOD	SURTEES FWA TS 14A	4	ACCIDENT	E FITTIPALDI	35	J JACK	5
26	N GALLI	150 MARLBORO IR	6	ENGINE	J STEWART	28	A DE ADAMICH	5
3	J JACK	FERRARI 512 S3	8	OIL PUMP FAILURE CAUSED ENGINE BLOW-UP	F CEVERT	18	J-P BELTOISE	2
17	J OLIVER	UOP SHADOW-FORD DNI	11	ACCIDENT	P REVSON	9	N LAUDA	2
16	G FOLLMER	UOP SHADOW-FORD DNI	13	STUTTERED ON CURVE SAND JAMMED THROTTLE	D HULME	9	W FITTIPALDI	1
10	C REUTEMANN	BRABHAM FORD BT 42	14	OIL LEAK CAUSED ENGINE BLOW-UP	A MERZARIO	6	C REGAZZONI	1
25	H GANLEY	150 MARLBORO IR	16	ACCIDENT THROTTLE JAMMED OPEN	G FOLLMER	5	C AMON	1
8	P REVSON	MCLAREN FORD M23	33	ACCIDENT				
2	R PETERSON	JPS-FORD 720	42	ACCIDENT				
11	W FITTIPALDI	BRABHAM-FORD BT 42	46	ENGINE MISFIRE - BRAKE FADE				
20	J P BELTOISE	BRM P160 E	56	ENGINE				
14	J-P JARIER	MARCH-FORD 7210	60	ACCIDENT				
15	M BEUTTLER	MARCH FORD 7210	63	ACCIDENT				
19	C REGAZZONI	BRM P160 E	63	ACCIDENT				

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# ROAD TEST REVIEW

## SPECIFICATION AND PERFORMANCE DATA

Car tested: Toyota Celica 1600 Coupé ST 2-door 4-seater Price £16614 including tax

Engine: Four-cylinder 85 mm x 70 mm (1588 cc) Compression ratio 9.4 to 1 113 bhp (gross) at 5000 rpm Fuel-injection: carburettor

Transmission: Single dry plate clutch Five-speed all-synchromesh gearbox with central change ratios 0.861, 1.0, 1.384, 2.022, and 3.587 to 1 Open propeller shaft Hypoid rear axle ratio 4.111 to 1

Chassis: Combined steel body and chassis MacPherson front suspension with coil spring struts, lower wishbones and anti-roll bar Rear-wheeling beam steering gear live rear axle on trailing arms and Panhard rod with coil springs and leaf dampers Servo-assisted twin-circuit brakes with front discs and rear drums 80 on disc wheels fitted 165 15in radial ply tyres

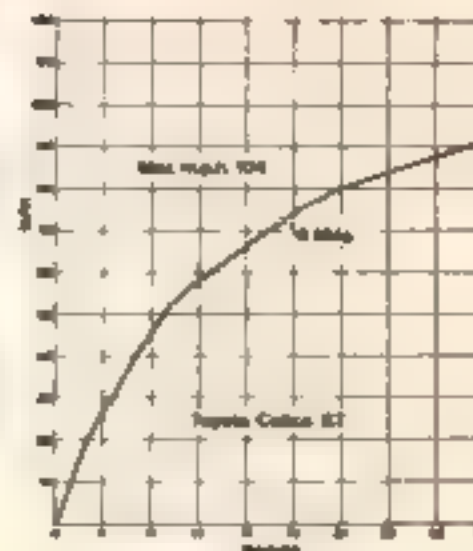
Equipment: 12 volt lighting and starting with a generator speedometer rev counter ammeter oil pressure water temperature and fuel gauges Cruise heating damper and ventilation system with a 1.5 sec heated rear window Two speed windscreen wipers and washers Flashing direction indicators with hazard warning Radio Reversing unit

Dimensions: Wheelbase 2 ft 11.5 in Track front 4 ft 2.4 in (rear) 4 ft 2.6 in Overall length 13 ft 7.9 in Width 5 ft 3 in Weight 1947lb

Performance: Maximum speed 114 mph Speeds in gear 1 direct top 102 mph Thru 77 mph Second 51 mph First 38 mph Standing quarter mile 8.5 s Acceleration 0-50 mph 4.8 s 0-50 mph 6.1 s 0-60 mph 11 s 0-80 mph 23 s 0-90 mph 34.4 s



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# To anyone else, it would be a victory.



EMERSON FITTIPOALDI IN THE XONREAR ENGINE

Finishing third in the Belgian Grand Prix would be more than enough for most racing drivers.

But as we all know, Emerson Fittipaldi isn't most racing drivers.

He's used to coming in first. As he has done three times this year.

But no matter.

He'll be lining up for ten more Grand Prix before the season's over.

And he'll doubtless drive brilliantly in every one of them. On the same petrol and Havoline oil you can buy at Texaco stations everywhere, we're happy to add.

Mind you, we at Texaco think everything Emerson does is brilliant.

Including finishing third.





# Jones leads all the way

Alan Jones now leads the John Player International Formula 3 Championship. At Zandvoort last Sunday, his DART-Veganune 373 led the 24 lap race from start to finish although he could never let up for Masami Kuwashima's Reystan Racing March-Holbay 733 wasn't far behind throughout. A couple of times the Japanese driver got to within striking distance of Jones thanks to the baulking backmarkers but he never got ahead. After a slow start from the other front row position, Tony Brise finished third in the Kent Messenger GRD-Holbay 373, having a lonely race from lap five onwards. Of the fancied runners Ian Taylor retired the Baty March early on with the wing falling off; Mike Wilds was contesting fourth place, with Mo Harnesse's Modus Ensign until half distance, when the Dempster Ensign retired with a seized gear linkage, while Russell Wood's Chequered Flag March 733 was forced off.

Most of the British-based teams arrived on Thursday for unofficial practice. The circuit improvements hadn't been completed and the track was certainly very dusty after several months of work. Improvements to the safety aspects of the circuit were detailed in AUTOSPORT a couple of weeks ago, although there was no sign of the new chicane round the back of the circuit. More teams turned up for Friday's unofficial session, but after a day of waiting around the Paddock, it was announced that the session had been cancelled as work was still being carried out.

Saturday morning dawned sunny and warm and the F3 brigade were scheduled to start the first of their two official sessions at 10 am. However, there was still some wrangling going on regarding the track licence and the local burgomaster had to make several inspections before permission was granted for the cars to be let out at 10.45. It turned out to be a crucial 45 minutes for just as afternoon practice was about to start, surprise, surprise, it started to rain, which meant that all but one failed to improve. In fact the track was pretty empty for most of the session.

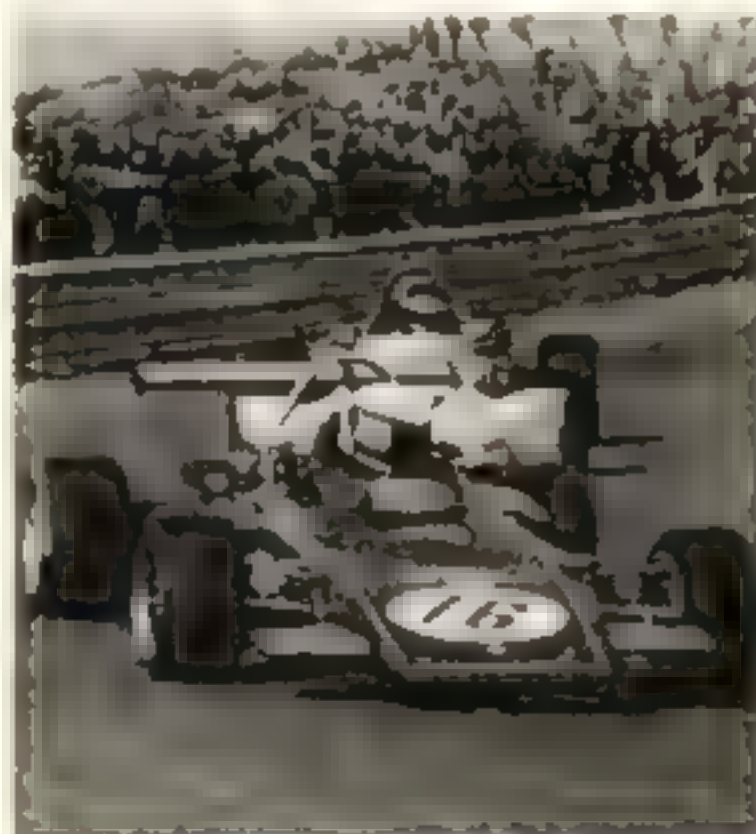
In only his second race outside England, and his first visit to the Dutch track, Japanese ace Masami Kuwashima really got tweaked up in the Reystan Racing Shell-Sport March-Holbay 733, and with little trouble scorched round in 1 m 30.0 s to claim pole for Sunday's race. He was joined on the front row by the GRD 373s of Alan Jones and Tony Brise, running Veganune and Holbay engines respectively. DART patron Denys Dobble was keeping his eye on the team but Jones couldn't match the pole March's speed and was 0.6 s slower getting through a set of tyres in his efforts. Kent Messenger were good enough to let Brise off his Brands Hatch commitment so as to chase more John Player points. He too had tyre trouble, together with a slipping clutch.

Heading the second row was Mo Harnesse's Modus ShellSport Ensign-Holbay LNF3 73 which had to have an engine change as a nut from the airbox had found itself inside the motor. Championship leader Russell Wood was quite happy with his Chequered Flag March-Novamotor 733, and his time of 1 m 31.8 s was a mere 0.1 slower than Harnesse. The Dutch timekeepers gave local hero Roelof Wunderink (Ensign Veganune LNF3) a suspect 1 m 31.9 s to head the third row. The Dutchman was involved in a nasty incident with Randy Lewis in the second session, when Wunderink unnecessarily ran over Lewis who was pushing his car out of the rather chaotic pit area. After an exchange of blows which lasted for nearly a minute things calmed down although the Ensign was slightly damaged in the scuffle. Gunnar Nordstrom's Karlsons Kister GRD-Holbay 373 was in the middle of the third row with 1 m 32.1 s, while just a tenth slower was Mike Wilds immaculately prepared Dempster Developments Ensign-Holbay LNF3/73. Mike's

wretched John Player luck followed him to Holland for after only five laps his engine dropped a valve.

The fourth row consisted of Jac Nelleman, having his first drive in the ex-Harnesse GRD-Veganune 373 brought up to '73 spec while Conny Andersson's oversteering Kekas Kieder March-Nova 733 was 0.2 s slower. The fifth row comprised of Damien Magee's overgeared Brabham-Nova BT41 entered by Marshall Wingfield, Rudolf Doetsch's similarly powered GRD-373 and Mike Catlow's smart Eldon-Holbay Mk 12. All three recorded 1 m 32.8 s. Veteran F3 campaigner Ulf Svensson had his Brabham-Holbay BT41 on the sixth row together with Ernst Marling's Maco-Mohr. Fellow German Wolfgang Bulow headed the next row, his GRD-Mohr 373 recording 33.0 s. Johnny Gerber was much more confident in his Ippokampe/Burmah-works Brabham-Veganune BT41, although his engine was a little down on power which accounted for his 33.1 s.

The only notable aspect of the rest of the grid was Ian Taylor's ninth row position. His Snitterton misfire followed him to Zandvoort, and he only got in a couple of flying laps. After detailed inspection of the fuel system it was discovered that the fuel pump had been wired the wrong way, and so in the race the Baty March-Holbay 733 driver had some work on his hands.



Alan Jones leads Kuwashima.

After various Groups 1, 2, and Fives races the Formula 3s lined up on the dummy grid, about 45 minutes behind schedule. The weather was in complete contrast to that of practice day, and the sunny and warm conditions attracted a large crowd for Zandvoort's first meeting of the year. As the flag fell Jones shot into the lead towards the long Tarzan hairpin. Round the back of the pits he had already pulled out four or five lengths on Kuwashima, who had Harnesse a similar distance behind him. At the end of the first lap it was the DART car from the Japanese driver, then Harnesse, Wilds, who had made a demon start from the third row, Brise, who missed second gear at the start, Andersson, Rudolf Doetsch, Wood, Magee, Wunderink, dropping down the field as expected after his suspect practice time and Bulow. Already out were Huub Vermeulen's Marlboro Royale which only got as far as the dummy grid, Randy Lewis, his Wrangler Brabham-Nova motor BT41 pulling off round the back of the pits with sand in the throttle slides and Ernst Marling's Maco. Jac Nelleman had a quick pit stop after losing his nose-cone at the first corner.

Brise picked off Harnesse on lap 3, slotting

into third place at the expense of Wilds at the back of the pits a couple of laps later, and he set off after the leaders who were by now separated by a couple of seconds. Wilds and Harnesse were left to dice over fourth place, and this they did, swapping places on every lap until the Dempster car pulled off on lap 14, the gear linkage seizing after getting clogged up with sand. It could have been an interesting affair for both had supported identical cars and engines.

Andersson, Wood, Magee and Doetsch were initially with this dicing duo, but they fell back a little after five laps to wage their own private dice which was rather hairy to say the least. Taylor and Gerber were engaged in the dispute for the next places after allying their way through the field from lowly grid positions. However, this only lasted until lap 9 when Taylor retired the Baty March to the pits with the wing falling off.

At half distance the order was Jones, Kuwashima, gaining on the GRD, Brise, making no impression as the fuel pressure was fluctuating. Harnesse, Wilds, Andersson, Wood, Magee, Gerber, Nordstrom, Deutsch, Svensson and Catlow Doetsch had departed the fray in a big way on lap 11. Then on lap 12 things began happening. Wood ran wide at Tarzan and had a coming together with Magee as he came out of the corner. In the Irishman's ensuing spin he lost his place to Gerber, continuing at a reduced pace with a bent steering rack. On lap 14 Kuwashima caught Jones as they lapped some untidy back-markers who should look in their mirrors a little more often, but once free of these the Australian extended the gap again much to the relief of the DART pit. Brise was still secure and batted in third place, while Harnesse came under pressure from Andersson and Wood after Wilds' retirement. Gerber was on his own in seventh place and driving very tidily, although the engine was fluffing slightly on some corners.

The Mexican gained a couple of places on lap 17 when the Swede Andersson eliminated both himself and Wood, and almost Harnesse. He tried a near impossible manoeuvre at Tarzan going up the inside of the Modus car and leaving his breaking impossibly late. The Swedish March bounced off Harnesse and Russell couldn't avoid him. The Chequered Flag car finished in a rather sorry state with a corner and the monocoque well and truly tweaked.

The leading six places remained static for the last eight laps although just near the end Kuwashima got to within a few lengths of the leader when Magee made it difficult for Jones to lap him. However, nearly two seconds covered them when the chequered flag came out. Brise was kicking himself for messing up the start while Harnesse drove steadily into fourth place, his Ensign not feeling right after the Andersson incident. Gerber had by far his best F3 race to date and took fifth ahead of Gunnar Nordstrom who only just held off Svensson. Deutsch dropping away from this group to finish eighth. Magee struggled well with his damaged Brabham, and just held off Bulow to complete the list of points scorers. An interesting race if not exciting, although before some people go out again they will have to learn a few track manners. We now have the ridiculous situation in which the teams have to travel back to Oulton Park for Monday's John Player round and then travel all the way back to Monaco in double quick time to ready themselves for Thursday's practice.

## PAUL KING

John Player International Formula 3 Championship race  
Zandvoort, May 20  
24 laps, 100.63 kms  
1. Alan Jones (GRD-Veganune 373), 34 m 43.1 s, 166.413 kph  
2. Masami Kuwashima (March-Holbay 733)  
3. Tony Brise (GRD-Holbay 373)  
4. Mo Harnesse (Ensign-Holbay LNF3/73)  
5. Johnny Gerber (Brabham-Veganune BT41)  
6. Gunnar Nordstrom (GRD-Holbay 373)  
7. Ulf Svensson (Brabham-Holbay BT41) 8. W. J. Deutsch (March-Holbay 733) 9. Damien Magee (Brabham-Novamotor BT41) 10. Wolfgang Bulow (GRD-Mohr 373) 11. John Sheilder (Royale-Veganune RP11) 12. Ernst Marling (Maco-Mohr 373) 13. E. W. Doetsch (GRD-373) 14. O. A. Vaand (Ensign-Veganune LNF3) 15. Sig. Hoffmann (GRD-Novamotor 373)  
Fastest lap Jones and Kuwashima 1 m 30.6 s, 166.608 kph



# By doing all we know to stop him, we helped Jackie match Fangio's record

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Clay Regazzoni — "Bull in a China shop" image?

Clay Regazzoni is one of the most misunderstood of racing drivers. He has a "bull in a china shop" image which he does not entirely deserve, but probably many of his followers love him all the more for it. He has been involved in controversial incidents, such as the fatal collision with Chris Lambert at Zandvoort in 1968, a tangle with Dieter Quester at Hockenheim in 1970 and, perhaps, the most famous of all, his controversial last lap contretemps with Jackie Stewart in last year's German Grand Prix. But he has also shown that he has real talent.

Regazzoni is a fighter on the track and comes from the same mould as the late Pedro Rodriguez and Jo Siffert. He started racing quite late, at the age of 23, on a small budget and for many years he had to take risks to be noticed. Off the track, however, Clay is quiet, polite and considerate; and very sympathetic. It must be his Latin temperament which has enabled him to go so far in motor racing.

When Regazzoni joined the Ferrari Formula 2 team in 1969 it seemed he had made a mistake. The Ferrari Dino 156, despite the promise it had shown the previous year, was uncompetitive and Clay had but four races. In 1970 it was announced that he had been retained by Ferrari for Formula 1, but few believed his contract was worth much more than the paper it was written on. Jacky Ickx was the No. 1 driver and it was expected that Ignazio Giunti and Clay would fight over an occasional number two drive if ever there was one.

Giunti had the chance first and when he finished fourth in the Belgian Grand Prix at Francorchamps people wondered if Regazzoni would ever get a drive. However, he duly had his chance in the Dutch Grand Prix at Zandvoort. He certainly made the most of it, taking sixth place on the grid behind Rindt, Stewart, Ickx, Amon, and Oliver and finished a strong fourth. His next outing was in the British Grand Prix at Brands Hatch. Again he was sixth fastest in practice and once more he was fourth, fighting hard to take third place away from Denny Hulme.

Regazzoni had well and truly impressed and his two drives earned him a permanent place in Ferrari's Formula 1 team. At the German GP at Hockenheim, one of his old Formula 2 haunts, he was third fastest in practice and battled out the lead with teammate Ickx and Rindt's Lotus until his engine seized after 30 of the 50 laps and his Ferrari spun to a standstill. Austria resulted in a front-row grid position alongside Rindt and second place only 0.61 behind Ickx.

Then came Monza. Jochen Rindt's fatal

# Controversial Clay!

A profile of Clay Regazzoni by PATRICK McNALLY

accident in practice clouded the outcome of this race, but this was Regazzoni's finest hour. With team-mates Giunti and Ickx retiring before half-distance, the might of the Ferrari team rested on Clay's shoulders. With 12 of the 68 laps to go he managed to shake himself clear of a five-car slipstreaming bunch fighting for the lead and pressed on to open out a 5.73 s lead by the time the chequered flag fell. Regazzoni was the hero of the cheering crowd, the hero of Ferrari, and yet it was only his fifth Grand Prix. In Canada he was third, but in the United States Grand Prix he was 13th after a pit stop for a new tyre and another to replace the spark box. Following his second place in the Mexican Grand Prix Regazzoni was third in the World Championship, only seven points behind Ickx.

Clay Regazzoni had arrived. He has since won only one other Formula 1 race, the non-championship Race of Champions at Brands Hatch in March 1971, but the Ferrari seemed to lag behind in development—a fact which Clay was not slow to mention late in 1972 when Enzo Ferrari had effectively sacked him after announcing the Ferrari cutback that wasn't. For 1973 Clay leads the Marlboro BRM team and his introduction to the team has certainly revived its fortunes. Who would have rated his chance for pole position in Argentina?

## THE EARLY DAYS

Gianclaudio "Clay" Regazzoni was born on September 5, 1939, the son of a coachbuilder in Lugano, Switzerland. He comes from a large family with a younger sister, an older

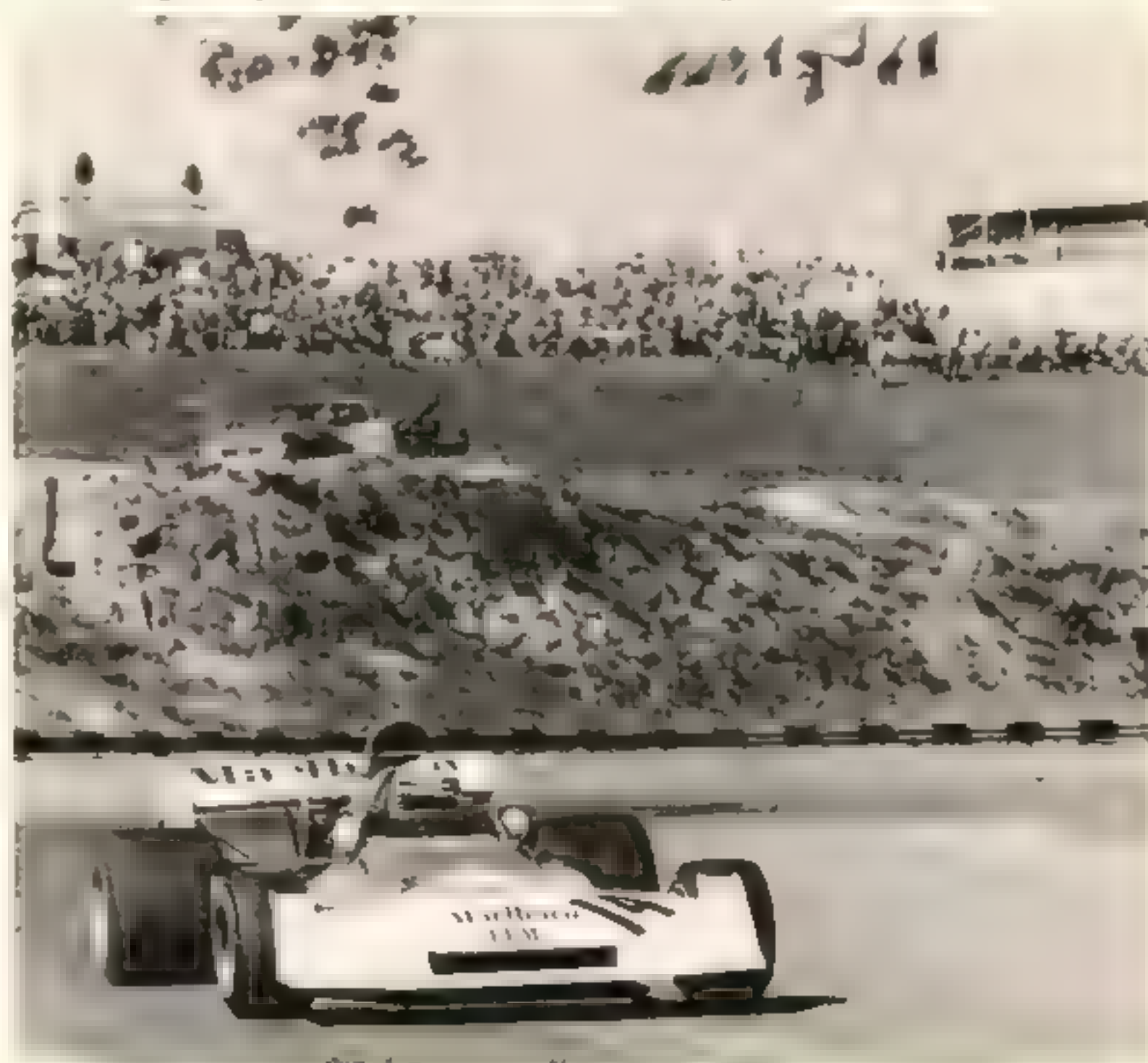
brother and two younger brothers. At school he studied to become a commercialist and qualified in arts and mechanical engineering, but according to Clay his best "subjects" were school outings and rambling.

At 18 he left school to join his father's business. He was by now passionately interested in motor racing, his hero being Stirling Moss. The outcome was that Regazzoni became the proud owner of a frog-eyed Austin-Healey Sprite which he ran in Swiss hillclimbs in 1963. He finished fourth in class in his first hillclimb at Schaulinsland and participated in four more events. The following year Clay appeared with a 1-litre Mini-Cooper S in national hillclimbs and slaloms, best placing being a second in a slalom at Payerne.

Swiss racing driver Silvio Moser encouraged Clay to go real motor racing (circuit events are banned in Switzerland since the 1955 Le Mans disaster) and in 1965 he went to the Schweizer Automobil Rennsportclub's racing drivers' course at Montlhéry to qualify for a licence. Regazzoni bought a Formula 3 de Tomaso-Ford, but the engine failed at his first meeting at Imola. A sixth place followed at Magny-Cours, but the car was changed for one of Moser's Brabhams. At the end of the year Regazzoni took part in a Formula 2 race at Syracuse, qualified fastest, but crashed on the first lap.

In 1966 Regazzoni continued in Formula 3, winning his heat in the supporting race to the Italian Grand Prix. However, in the final he collided with Argentinian Carlos Pairetti's spinning car and hurled off course. The Brabham was destroyed and Clay was lucky to escape with only six stitches.

In Brazil, Regazzoni put the BRM on the second row of the grid and finished sixth.





Clay thought his competition days were over, but a telephone call resulted in Regazzoni going to Modena to test Tecno's new Formula 3 car. Tecno was impressed with Clay and Regazzoni with the Tecno, one of the first non-karts to come from the Italian firm. He drove alongside Giancarlo Baghetti and Carlo Facetti in the early 1967 Argentine Temporada, not actually being paid but hoping for a half-share in the prize money.

Back in Europe Jerseyman Boley Pittard was retained by Tecno as works driver for a while, but after his departure the door was open for Regazzoni. With a newer, more competitive Tecno Regazzoni put up some reasonable shows—but usually in practice as the engines didn't often last the race as well! At Hockenheim during the European Formula 3 Trophy Clay was heavily criticised for knocking off Bell and Jausaud in the closing minutes, finishing second overall and enabling the Swiss team to win the Trophy. In October he made his first British appearance at Brands Hatch for the Motor Show 200 meeting and in November won at Jarama thanks to a good Novamotor engine. His first major victory not only put his name on the map, but brought Tecno a number of new customers.

For 1968 Regazzoni was contracted to Tecno for Formula 2 and Formula 3. In Formula 3 he won at Monza and Vallelunga, but had a huge accident at Monaco which made him give up the 1-litre formula for good. Coming on to the quayside he spun and hit the new guardrail installed after Bandini's fatal accident the previous year. However, it was not properly anchored and the Tecno slid under the rail and contrived to force it up over Clay's head and down again in front of the roll-over bar. It was surely one of motor racing's most fantastic escapes ever.

In Formula 2 the Tecno was not as good, niggling problems upsetting the handling. The brakes were none too good either. A third place at Crystal Palace was his best place in the European Championship, and the rate of accidents was high. At the end of the season fellow Swiss Jo Siffert handled a works Tecno alongside Clay in the Argentine Temporada, confirming Regazzoni's misgivings about the car which the Pederzani brothers had not taken too seriously before.

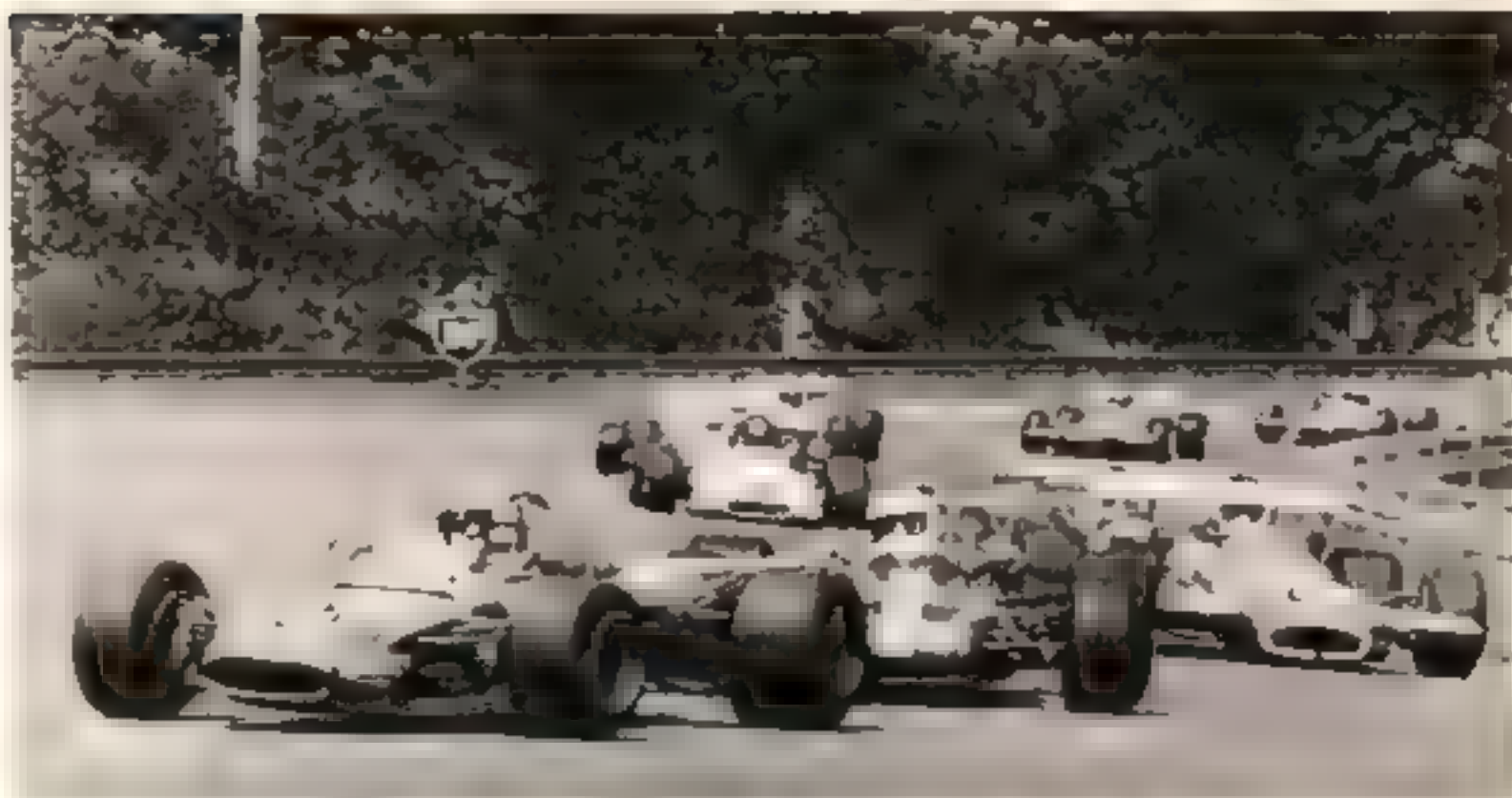
After the Temporada Clay had a telephone call from Franco Gozzal asking him to drive a works Formula 2 Ferrari in 1969. Financially it was a sound move, Ferrari offering more than Tecno could ever muster, but it did his image no good at all. In the Argentine Temporada the Ferraris had been vastly superior to the Cosworth powered opposition; in Europe the V6 machines were outclassed. It was uncanny, rumour-mongers suggesting that Ferrari might perhaps have used 2-litre instead of 1600 cc units in South America.

Clay had more feasible answers. First, there was the problem of preparation: Ferrari were that season also running in Formula 1, prototype and CanAm racing plus hillclimbs and had apparently bitten off more than they could chew. Secondly, the Firestone YB11 tyres which Ferrari had used in Argentina were now available to other teams. Thirdly, the latest Cosworth FVA engines were giving more power. Regazzoni ran in four races, best result being a 10th at Thruxton. If you can consider that a result. After June the cars were withdrawn and Regazzoni returned to Tecno. He finished fourth at Enna and crashed at Aibi. Just like old times.

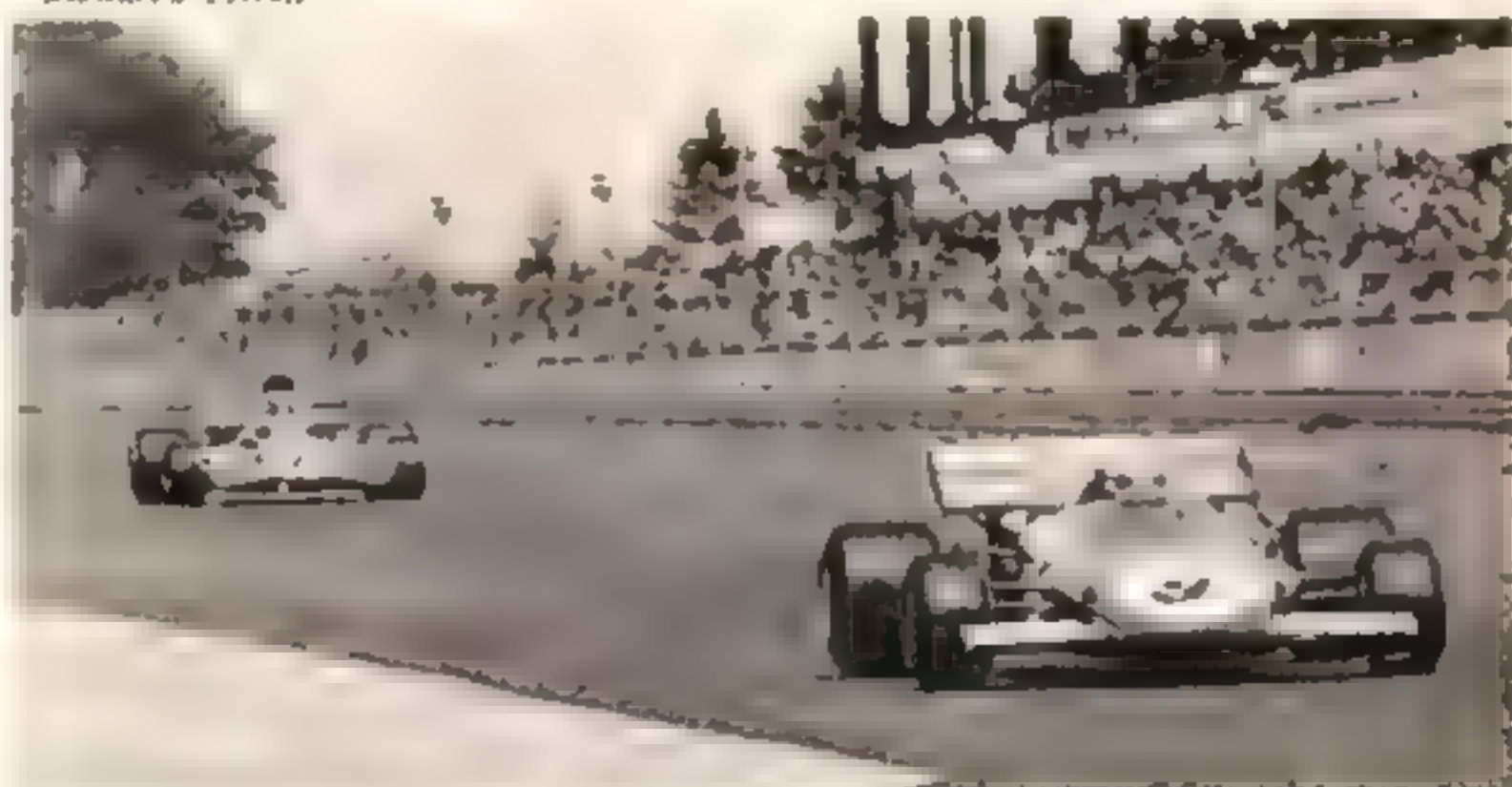
The year 1970 saw Regazzoni back with Tecno for another crack at Formula 2, while he also had a contract for Formula 1 with Ferrari which few people took seriously. Clay did and after the Le Mans 24-hr race (in which ironically he had been involved in the four-car Ferrari pile-up!) he was invited to test drive the Ferrari 312B with a view to partnering Jacky Ickx in the Dutch Grand Prix. It was, in fact, his best ever season: he won the Italian Grand Prix, finished third in the World Championship and won the European Formula 2 Championship.

## WITH MARLBORO BRM

After two more seasons with Ferrari driving Formula 1 and prototype sports cars Regazzoni



Regazzoni's F2 Tecno leads a group including Schenken, Ickx and Wisell at Rouen in 1970 (above). Below, the controversial 1972 German Grand Prix with Regazzoni's Ferrari leading Stewart's Tyrrell



signed with Marlboro BRM for 1973. Following Enzo Ferrari's shock announcement after the German Grand Prix, Clay was in great demand. He is not a rent-a-drive merchant: he is a potential race winner in any Grand Prix, a true fighter. Following an audience with Louis Stanley at the time of the Italian Grand Prix, Regazzoni's signing was made public a few days after the race. In his final fling with Ferrari he emerged winner of the Kyalami 5-hr in November.

The installation of Regazzoni in the Marlboro BRM team has proved a real shot-in-the-arm. Although he shunted a car during his first acquaintance with the team when testing at Silverstone, Clay later began to lap at record speeds. Then came his fantastic performance in Argentina, where only a year before virtually the same BRMs had been outclassed. Clay took pole position, led the race until almost one-third distance and then fell back when his tyres went off. After a pit stop for fresh rear rubber he finished seventh. Tyre problems again occurred in Brazil where he was sixth after a pit-stop.

Then followed the almost-disastrous South African Grand Prix when Clay was saved from more serious injury, or worse, by the quick thinking Mike Hailwood whose heroic action will never be forgotten so long as there is Grand Prix racing. The painful burns kept Clay out of the cockpit for five weeks until the GKN Daily Express Trophy race at Silverstone on April 8 where his BRM finished third. (He had energetically driven the Porsche pace car prior to the Vallelunga 6-hr sports car race two weeks earlier, however!)

## REGAZZONI THE MAN

Clay Regazzoni is married to Maria-Pla (who

rarely sees him race) and has two children, a six year-old daughter, Alessia, and a 4½ year-old son, Gianmaria. The Regazzoni family lives in an apartment, furnished in Louis XVI style, overlooking a lake in Lugano.

Clay likes good food and wine, although he has a moderate appetite. He enjoys the countryside, reading and music plus physical sports, particularly football, tennis, swimming and riding. Ironically enough, the longest Clay has ever been out of racing due to an injury was when he broke his wrist playing football in the paddock prior to the Osterreicherung 1000-km sports car race last June. He was out of racing until the German Grand Prix.

His dislikes include people who are rather banal and the signing of autographs on scraps of paper.

What makes Regazzoni tick? Obviously his Latin temperament gives the necessary bite to his race driving, but he is also particularly aware of the atmosphere of a race. "Every race is something new, an emotional adventure," he explained. Although he says he has no preference regarding circuits—he says each circuit has its own particular attraction—he admits that if he wins or drives well on a circuit he is always eager to return.

He also appreciates the value of the Marlboro BRM team to motor racing. "Motor sport is becoming more and more expensive and I have a lot of sympathy towards companies who help the sport. I always hope that I can do my best for my sponsors and for my team." As proof of his statement, Clay is currently learning English to facilitate communication between himself and his new Formula 1 team.









"I would kill F3 at the end of this year before organisers and competitors lose a great deal of money"

As I see it at the moment some of the major categories in international motor racing are going to have to undergo some major changes in the near future before the structure of the sport between club racing and F1 becomes a complete farce. The spheres which need rapid investigation are Formula 2, Formula 3, sports cars and G2 saloons. The problems with each varies greatly from the amount of money it is costing to the actual regulations of the formulae.

## F2 money problems

Formula 2 for instance has a big problem in that there is very little money to be made from a large outlay. Now to me F2 provides possibly the very best racing in the world, this year especially with so many variations on engines, chassis and so on and with some seasoned drivers struggling to hold their own against the stars of the next couple of years. It is very absorbing racing for everybody concerned but just how much longer can the competitors continue to take part? The season is not yet at its half way stage but already private entrants are finding it well beyond their means to continue and this week comes the news that a works team is not prepared to enter the formula at this stage of the season because it is nothing but a guaranteed loss. Just take a look at what has happened: David McConnell, Richard Scott, John Wingfield and the works GRD of Dave Walker have all dropped out (admittedly, with the exception of Walker who was an unknown quantity, none would have expected them to win the championship, but they were strong midfield runners) and many other teams are looking at their budgets and wondering whether it is worth continuing. All right so the leading contenders must carry on, but no organiser is going to want to put on a race for about 20 runners, it just is not worth it. The problem is money. Basically it costs very nearly £1,500 per race for a single F2 car. The return? Not much more than half unless it's a graded driver who is normally paid handsome start money. A privateer cannot really expect to pick up more than £500 unless he finishes really high up. So one can expect to pay out nearly £1000 per race which will never be seen again. Unfortunately the prize money scale is laid down by the FIA and organisers of championship meetings cannot increase it even if they had the money available. The prize money fund per F2 meeting is something around £12,000; okay, so that's a great deal of money on its own, but compared to the cost of F2 that figure has diminished rapidly over the last five years. That £12,000 is too large a figure for a number of organisers to be able to afford and this year there have been five races cancelled from the original calendar. Now, not next month or any later, is the time that the structure of the formula has to be looked into. By next month the decisions should have been taken and approved. However, with the gin soaked generals whiling away their twilight years in Paris reluctant

to think beyond the filling up of their glasses the chances of this happening are remote. First they must sort out the calendar. This year we had the ludicrous situation of 22 races scheduled with 12 counting for points and four of the others also scoring. Not the best four results however, as one would logically expect, but the first four that the driver started. At an absolute bare minimum this is a £16,000 running cost in addition to about £10,000 it cost to be properly equipped to go F2 racing seriously anyway. The returns are minimal and unfortunately for the many British based competitors the sponsors are hard to attract because there are only two races in this country during the year. The calendar must be reduced to a maximum of 12 races all counting for points, graded drivers should be allowed in either on an equal basis as anyone else (ie no special starting money agreements), or not at all (preferably the former) and the prize money scale drastically revised so that 85% of the competitors do not have to take part without coming anywhere near covering their costs. How should it be done? I'm not closely enough involved to put forward any solutions but I do feel it is now up to those who are involved and discuss the formula really thoroughly and devise a sensible formula (that includes finding some engines which are readily made into racing engines at a reasonable cost to replace today's homologation specials) and a proper financial scale which is viable from the competitors and organisers point of view. With the lack of sensible ideas from the organising body it is up to the F2 Association (which must be put together properly now and establish itself as an authoritative body rather than meeting sporadically and mumbling amongst themselves) to sort out the problems which they know better than anybody otherwise the situation will become worse and worse and they will all be out of business in a very short time.

## F3 magic missing

Sticking with single seaters for the moment I have noticed from afar that the magic seems to have disappeared from Formula 3 this year. For many years now F3 has been the most exciting form of motor racing but this year seemingly gone are those big bunches of cars closely matched all dicing for the lead and instead maybe we have two cars dicing for the lead and the rest strung out behind. I wonder if this is due to the way professionalism has moved in so rapidly. The formula has undoubtedly become expensive and it seems to me that there are maybe half a dozen heavily sponsored drivers who are in contention with the rest just not getting a look in. Of those six probably three have got spare cars and some are prepared to change makes mid-season and kid themselves they have a better car when ready it comes down to the old psychology bit again when a driver is convinced he has something better and is half a second quicker before he even gets in the car. There is no way you can stop people spending their money in this way but I think if they stopped looking for excuses with the cars and engines and looked at themselves for a short time the problem could be solved with no money spent, maybe just a loss of face.

What is to be done with F3 though? The current formula changes at the end of this year, which is a pity because it will mean a lot more expense when the obvious solution was to open up that ridiculous air restrictor. If I had my way I would kill F3 at the end of this year before organisers and competitors lose a great deal of money. The way it is going at the moment it is being rapidly overshadowed by Formula Atlantic and I think that within a year at the current rate of decline spectators will have forgotten F3. The organisers will then do likewise leaving many

people stranded with cars but no races. Formula Atlantic is now very good, not only for spectators and organisers but also for the development of drivers. They have decent racing engines and unrestricted tyre widths and all the things a graduation formula should have.

## International Atlantic?

With the ending of the current F3 formula the organisers should say right we are dropping it and only running Atlantic. It may be prudent however to look into the possibility of other engines being allowed in however, to attract foreigners and thus put Atlantic on an international level. Atlantic is a John Webb success story but those that refuse to accept it for that reason are going to have to accept it with grace, for everybody's sake.

## Dreadful InterSerie

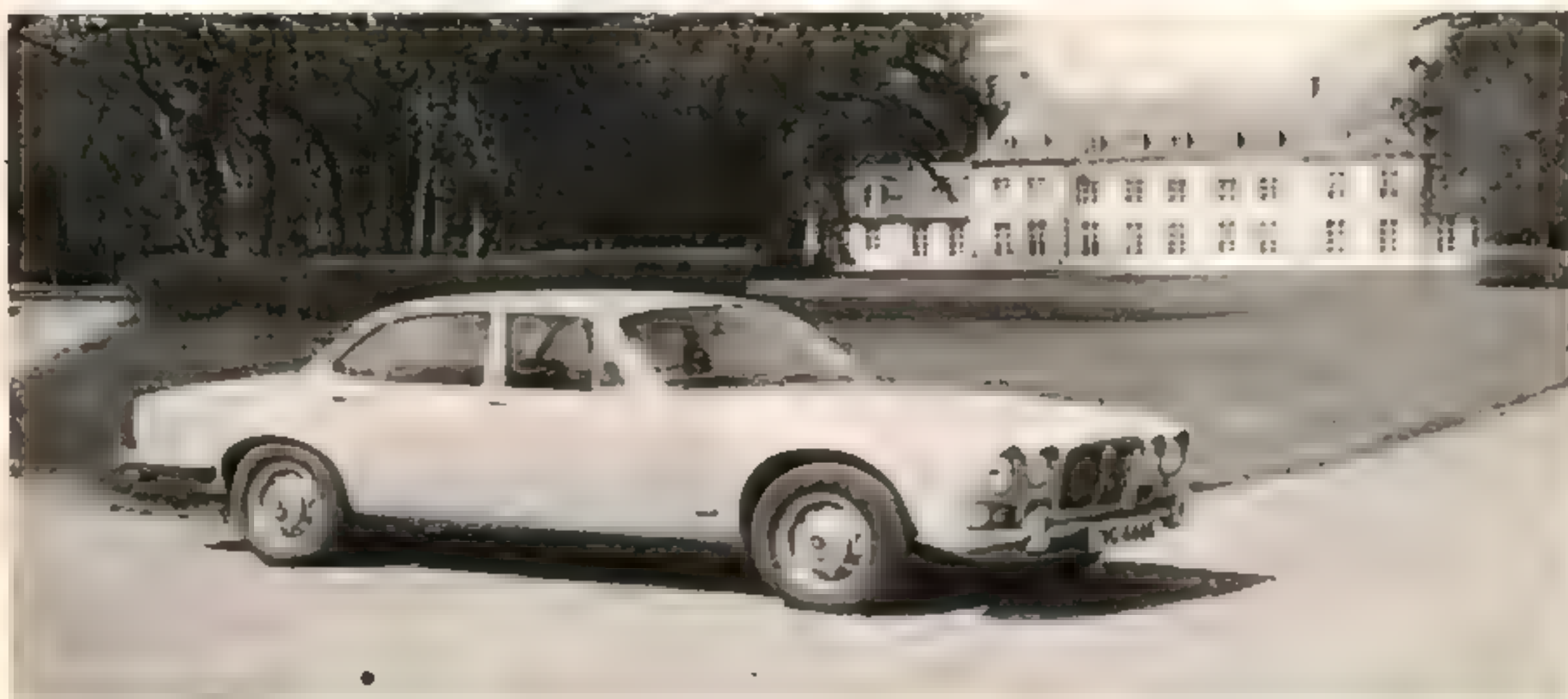
I went to the InterSerie practice day at Silverstone last Saturday really looking forward to seeing some spectacular G7 machinery for the first time in many years. But what a disappointment. There were 18 cars, of which maybe three were somewhere near to being competitive but of which none were spectacular. Most of the drivers were German amateurs and hopelessly slow and I thought it was the non-event of all time. Why Silverstone and Martini persist in promoting third rate sports car races as one of their major meetings I shall never understand. It has happened for three or four years now and is a wasted weekend. The fault however really lies in the state of big sports car racing. To be competitive in InterSerie it means having a turbo-charged Porsche. Well, at over £85,000 per car without spares the tab for a season's racing is rather large and out of sensible people's reach, consequently you get a field full of rich non-entities. Sports car racing can be good and provides a very necessary variety from single seaters. John Webb came up with what I thought was a good idea for a sports car formula which basically consisted of using F5000 engine, gearbox, suspension and running gear fitted to a two seater chassis with an all enveloping body. We all know what F5000 is capable of these days and a two seater version should be just as good and really quite cheap as it would use existing components. With F5000s lapping very close to F1 times there is no reason why a sports car version should not do the same and by my reckoning that would be good sports car racing within the reach of many good competitors pockets. Whatever happens please let's have no more InterSerie until they can fill at least half of the Silverstone grid with competitive cars.

## Stop protesting

I hear that saloon car racing is almost definitely due for a change on the international scene with G2 disappearing and being replaced by G1 which will be divided up by capacity rather than price. I don't know too much about saloon car racing but this seems a good move in the right direction in cutting the cost of racing and getting back to the public self identification theory of saloon car racing which used to make it so popular. I would like to make just one small request to the saloon people: all I ever hear about is protests and to me protesting is extremely boring and totally unnecessary. Scrutineers and observers are employed to check on the legality of cars and driving tactics, admittedly they are fairly inconsistent, but why not play fairly in the first place and stop this childish bickering.

IAN PHILLIPS





The road test XJ12 parked at Serge Pozzoli's magnificent chateau.

The 12-cylinder Jaguar engine<sup>®</sup> has been available for some time in the E Type sports car. However, the incomparable smoothness and refinement is perhaps even more appreciated in a luxurious saloon and so the XJ12 has been eagerly awaited. For the usual unfortunate reasons, delivery in worth while numbers was delayed for a long and agonising period but at last the car is really going out to the customers. It therefore seemed a good time to arrange a road test.

I am against testing very fast cars in the depths of winter because the roads are never really dry. Now that spring is sprung, if one ignores the odd snowstorm, I am permitting myself the pleasure of handling some of the really quick stuff, so I was soon on the Townsend Thoresen ferry, heading for the wide open spaces of France. My object was not only to motor at 140 mph on the autoroutes but to find some devilish roads running straight and narrow towards the horizon, with every sort of bump and change of camber, plus unexpected side winds to catch one unawares.

I was also going in response to a long-standing invitation from Serge Pozzoli, who used to race Delahayes against me and now has a superb private collection of historic cars at his magnificent chateau in Normandy. To sweep down the long gravel drive and park with a flourish before this stately home, nothing less than a 12-cylinder Jaguar would do!

Let me say, straight away, that the trip was a memorable experience. Most British cars behave disgracefully on the more difficult roads of Northern France, but the Jaguar rode with that splendid disdain of bumps and potholes which has been almost a French monopoly. As so many Frenchmen ignore their own speed limits, I was not ashamed to drive at 120 mph where 60 mph is the permitted maximum. On the autoroutes, where the sky's the limit, the astonishing thing about the XJ12 is the way in which its acceleration persists at speeds where other fast cars are beginning to struggle. About 145 mph with the rev-counter just below the red section, can be obtained quite quickly against the stopwatch, with even a little more to come when wind or gradient may be favourable.

Such speeds are somewhat academic in normal motoring but the splendid surge of power makes overtaking such a safe man-

oeuvre, especially when long combers with their vast trailers have to be doubled. In passing, I would like to pay tribute to the French lorry drivers, who do everything possible to make the passage of fast cars easy; truly, they are the gentlemen of the road, if that has not become a dirty word.

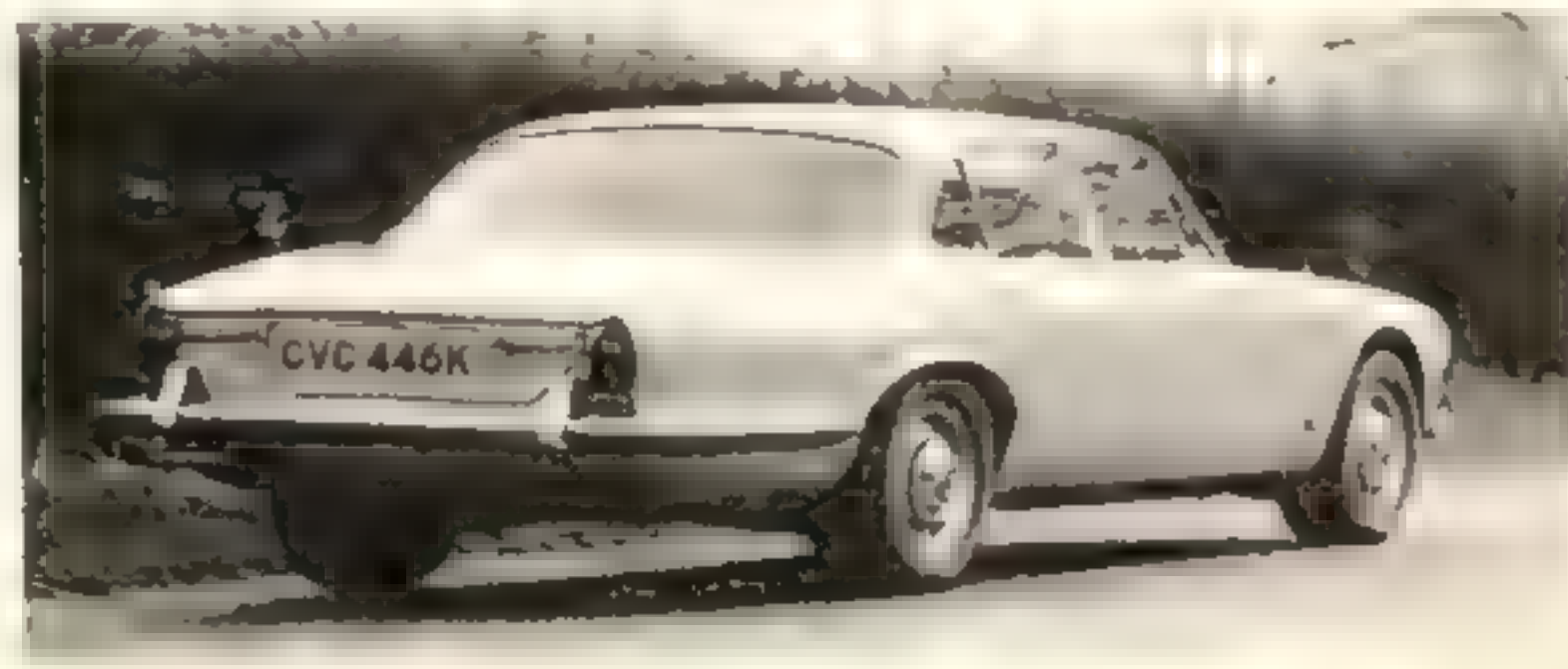
The complete lack of vibration of the V12 engine puts it in a class above any V8. The absence of road noise is also outstanding and the level of wind noise is low. The transmission is smoother than that of the earlier XJ6 but it is still not up to the standard of some American automatics, though detailed improvements are about to be incorporated, one hears. There have been whispers of a 5-speed manual box, but this is only in the prototype stage and unlikely to be available in the near future.

Surprisingly high cornering power for so heavy a car is a feature. There is generally a moderate degree of understeer but it is the way in which the tyres stay glued to the road, irrespective of surface, that is most impressive. The very light steering is quick

and gives a satisfactory response during normal driving but for hard cornering, particularly on wet roads, there is a lack of feel which is disconcerting. Practice does much to dispel this impression but the really fast driver would be better off with less power assistance. The brakes, on the other hand, need quite firm pressure on the pedal and for this they are all the better. No really fast car should have excessively light brakes as the driver may be thrown forward during extreme retardation and involuntarily lock the wheels. The resistance to fading is outstanding, and rare among cars of this calibre.

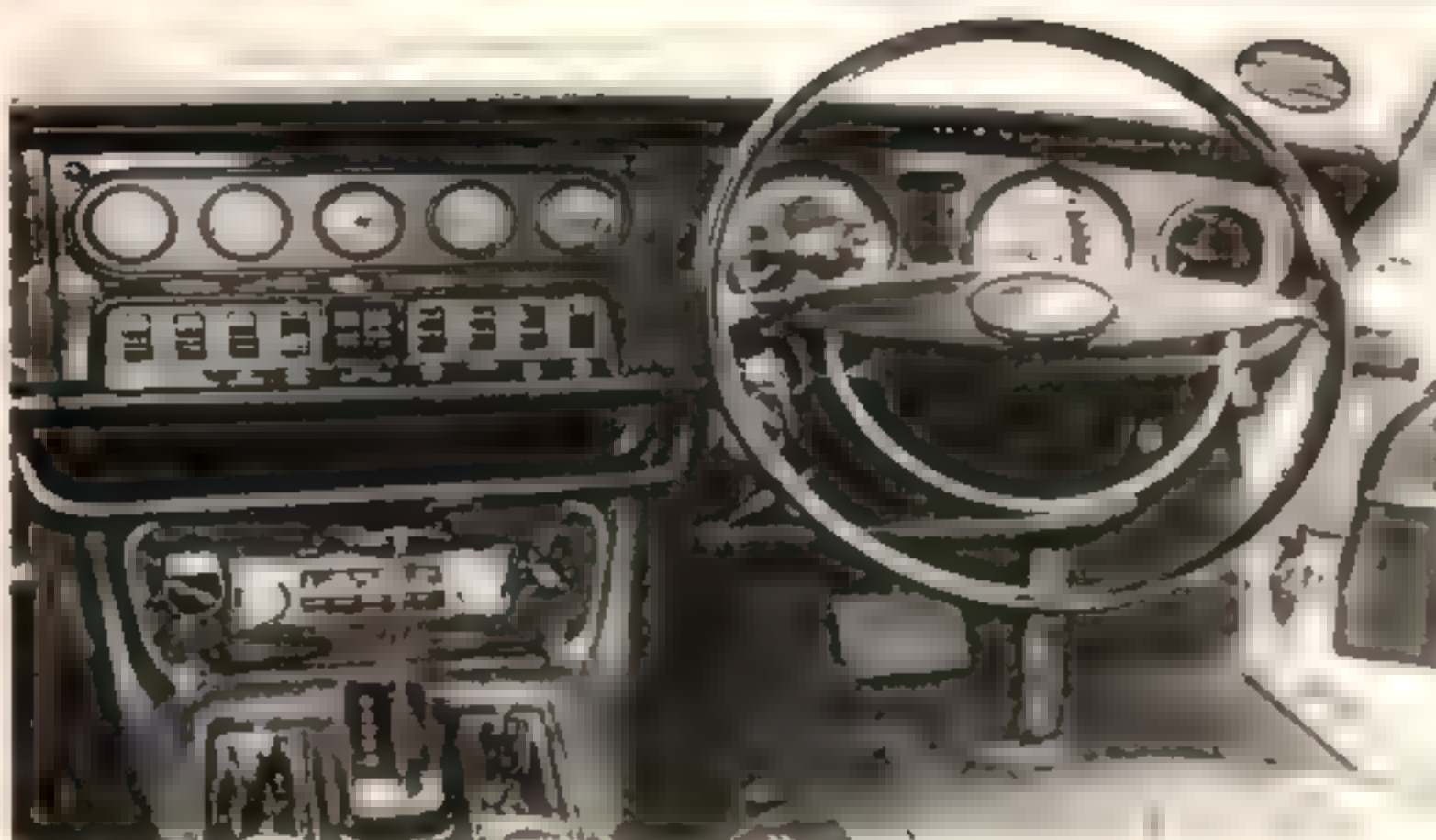
The Achilles' heel of the Jaguar is its fuel consumption. All that lovely, smooth, silent power must be paid for, and to accelerate 35 cwt like a shot from a gun can only burn petrol. In fact, most of the high-powered cars of unmentionable performance have a fairly similar thirst. If you are out to pass everyone, which the XJ12 is capable of doing, you must be satisfied with 11 mpg, or even less if traffic is light and you can make use of the maximum speed continuously. Some fast cars

Tyres stay glued to the road, irrespective of surface





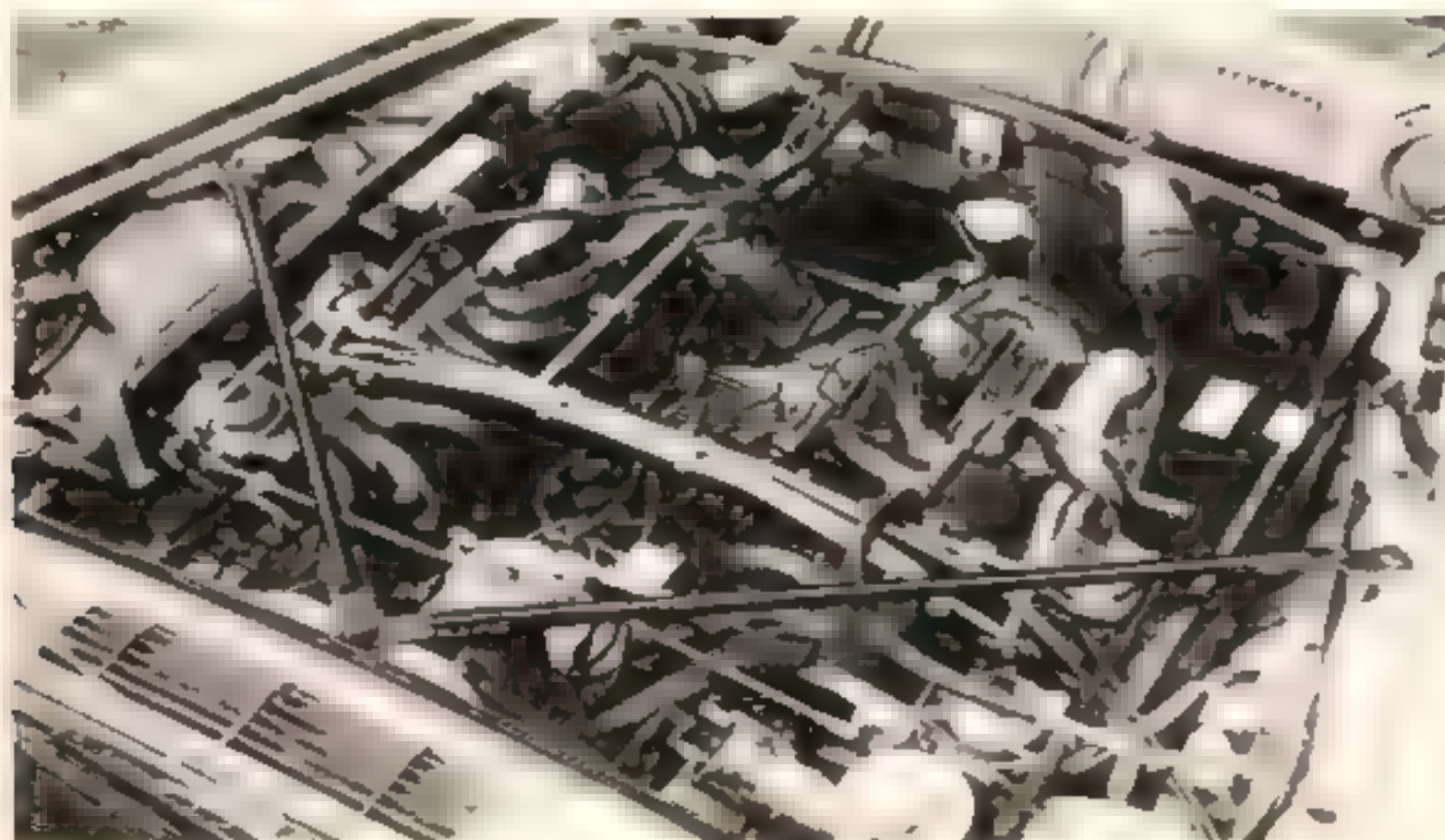
# Road test



Classic Jaguar facia layout (above). A practical and dignified shape (below)



5.3-litre V12 engine — the complete lack of vibration puts it above any V8



become relatively economical at low speeds, but the XJ12 only does about 14 mpg when creeping along like a snail at 70 mph.

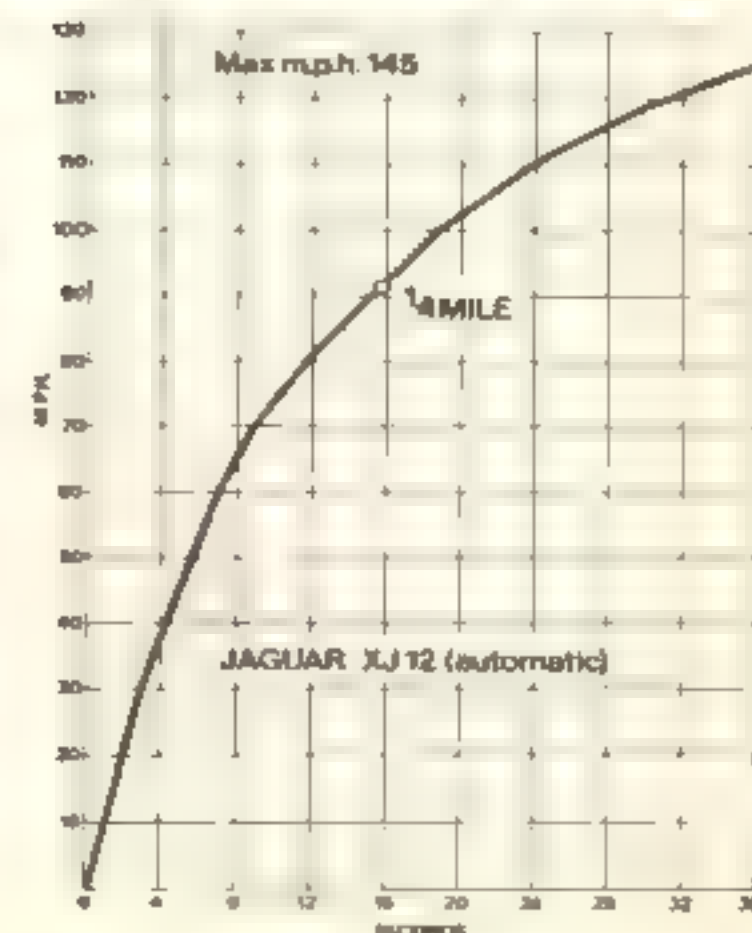
This car is in many ways unapproachable and for a combination of smooth performance, impeccable roadholding, and luxurious ride it has no competitor. It is a big four-door saloon but only two-door coupés can compare with it among the ultra-expensive cars—you can pay twice the price and more without equalling its average speed on long journeys. There is even a long chassis model, for those who like to stretch their legs in the back while the chauffeur drives, which has an almost identical performance, I believe.

The XJ12 reaches such a high standard that one soon becomes accustomed to its refinement; it is only when one drives some ordinary, good car afterwards that one realises how coarse and crude it is in comparison. Even the shape of the body is practical as well as dignified, for I washed the car in about half the normal time because the water drained off before I could leather it down. The traditional British upholstery and woodwork give a sense of well-being to the occupants but for extremes of climate, the heating and ventilation might have a larger capacity.

The V12 engine has so many theoretical advantages that it is excellent to see them all realised at last, in a car of far from astronomical price. By no means cheap to run, it offers so much that, to the man with the right sort of money it must be just about irresistible.

## SPECIFICATION AND PERFORMANCE DATA

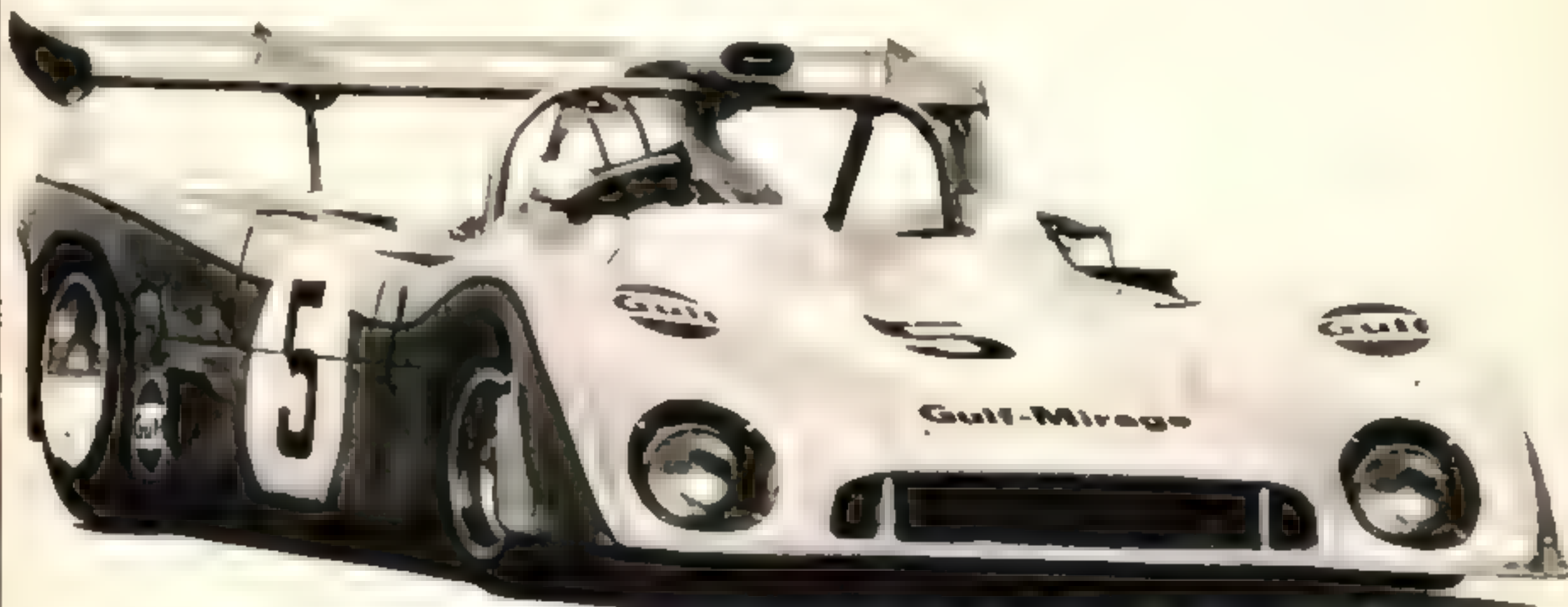
Car tested: Jaguar XJ12 4-door saloon, price £3672.71, incl. 3-yr car tax and VAT.  
 Engine: Twelve cylinders 90 mm x 70 mm (348) cc (compression ratio 9 to 1) 245 bhp (net) at 6000 rpm. One overhead overhead camshaft per bank & Stromberg carburettors. Lucas electronic ignition.  
 Transmission: Torque converter and Borg-Warner 5-speed all-mesh gearbox, ratios 10, 4.45 and 2.4 to 1. Bealby hypoid final drive with Power-Loc limited slip differential.  
 Chassis: Combined steel body and chassis. Independent front suspension by wishbones with anti-dive angle. 4-wheel disc brakes, dampers and anti-roll bar. Adjust. power-assisted rack and pinion steering. Independent rear suspension by fixed length & variable transverse links and radius arms with tapered spring dampers on to each side. Oiling servo-assisted 4-wheel brakes. Air round ventilation at front and rear of rear seat. Bolt-on vent steel disc wheels fitted Dunlop SP 6000 205-70 VR 5.3 mm ply to 4.  
 Equipment: 12 volt lighting and starting. Speedometer. Rev. counter. Water temperature, oil pressure and fuel gauges. Voltmeter. Clock. Heating, demisting and ventilation system with heated rear window. 2 speed windscreen wipers and washers. Flashing direction indicators with hazard warning. Reversing light. Cigar lighter. 6-speaker radio with 4 speakers and electric aerial. Electrically raised windows.  
 Dimensions: Wheelbase 94 in (13 1/2 ft). Track (front) 4 ft 10 1/2 in. rear 4 ft 10 1/2 in. Overall length 15 ft 9 1/2 in. Width 5 ft 9 1/2 in. Weight 1 ton 15 cwt.  
 Performance: Maximum speed 145 mph. Standing quarter 13.7 s. Acceleration 0-30 mph 3.7 s. 0-50 mph 5.6 s. 0-60 mph 7.4 s. 0-80 mph 11.0 s. 0-100 mph 18.4 s. 0-120 mph 31.4 s.  
 Fuel Consumption: 11 to 14 mpg.





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At a warm and sometimes sunny Brands Hatch on Sunday, Richard Roberts scored his first ever Formula 3 win in the Myson GRD-Novamotor 373 to put himself equal second in the Forward Trust championship with Alan Jones and Mike Wilds, 16 points behind leader Ian Taylor, however. Second for the second week running was Leonel Friedrich who shadowed Roberts throughout. In the ShellSport clubman's race, Vernon Davies came from the third row to take maximum points having disposed of Terry Cockerell. The Wells for Men Formula Ford championship round was a fine battle between heat winners Stephen South and Bob Arnott, Arnott taking the points. Castrol/MN victory again went to Jeremy Lord, despite a spirited pursuit by John Markey. Organisation was in the hands BARC's South Eastern centre who ran the eight races in 3½ hours, but the crowd was unfortunately around the two thousand mark, a third of what it should have been.

With most of the top men in Formula 3 away at Zandvoort chasing John Player points the Forward Trust meet was left to the "second division" and a well behaved lot they proved to be. Practice took place in the dry and after a vicious spin at Kidney Brian Henton put his GRD Holbay 373 on pole with a 48.8 s. Beside him, similarly mounted and 0.4 s slower, sat Richard Roberts, while the front row was completed by the GRD-Norvic/Novamotor 372 of Neil Ginn. Behind them sat Leonel Friedrich, visiting Brands for the first time and hoping for victory after his second place at Snetterton the previous week and Matt Spitzley, both March mounted. Farther back sat a disgruntled Mike Tyrrell, whom everyone had timed faster than his 49.8 s except the timekeepers, and Australian FF champion Richard Knight, having his first F3 ride in a GRD-Vegantune 372, marking John Stanton's return to racing as the entrant Valentino Musetti was running a Carlow engine in his ex-Sutcliffe Royale and found himself a different fourth and fifth gear for the race, which proved unwise, while Henton fitted a different third.

At the off, Roberts made an excellent start from Henton, but Paddock was one of the bends that Friedrich has the hang of, and by Druids it was Roberts from Friedrich Henton and Ginn, Henton hustling to pass Friedrich for the first two laps until he spun at Paddock on lap four. That left Roberts and Friedrich out together with Ginn third followed by American Tony Rouff in the AB3 GRD-Vegantune 373, and Spitzley. Henton was slowly climbing back and was back up to fourth two laps later, as Friedrich began to haul in Roberts. By lap eight, there was less than half a second in it, but by now they were up amongst the back markers which split them up again. Lap twelve saw Friedrich trying along top straight, while Henton again spun at Paddock and Spitzley got by Tony Rouff for fourth. Friedrich kept up his effort, but his quick line at Kidney meant that he was slow out of Clearways, and so Roberts kept ahead to win by 0.2 s. A steady third was Neil Ginn, Spitzley fourth, Rouff fifth, and Santo a quiet sixth. Seventh was Luiz Antonio Vega, alias "Teleco" from Brazil a March Novamotor 733 and seventh, the oversteering Ensign of Mike Tyrrell. Henton pitted to have his rear anti-roll bar disconnected as it was thought this might have upset his handling during the spinnage, and Musetti won't be changing many more gears, as the two he fitted didn't work and he drove most of the race in second and third.

The first Wells for Men FF heat was led off the damp line by Rob Wicken's Merlyn-Piper Mk 17A with South African Roy Klomfass (Royale-Bryne RP16) second and a demon start from the second row by Barry Hopwood in the Crawford Heard Brabham Holbay BT21. Hopwood was second by Druids, but someone ran over his nose cone and he was out, leaving Wicken to lead, while Ted Wentz was climbing up from pole to be second on lap one, followed by Stephen South's Ray and Klomfass. Lap two saw Wentz in front of Wicken at Bottom bend, while South also took Wicken for second. South tried hard to get by Wentz on lap three, trying under the



Nick Whitting's Escort leads Strawson's Falcon into Druids on the first lap of the saloon race

## BRANDS HATCH

# Roberts' Forward Trust points; Davies in Clubmans

yellow flags at Paddock but lifted off and did it properly the next time round. Wentz was being caught by Klomfass towards the end of the race, and they were followed by Wicken, with Will Arif some way behind.

The second heat was not so thrilling, despite winner Bob Arnott being led off the line by Dennis Shattuck in the works Elden. However, pole man Arnott was in front by the first lap, which is where he stayed. Roger Manning in the Alrcall Elden-Piper PH10 got by Shattuck on lap two for second, with the American third. One driver even felt he had time for a shock absorber change so it couldn't have been much more interesting on the track either.

The bigger saloons provided one of the best races of the day, with Tony Strawson doing a very fine job in the ex-Pierpoint Howe 47 Ford Falcon. He was on the second row of the 3-2-3 grid and did some fine weaving to get into Paddock second, followed by local goody purveyor Nick Whitting in the FVA-engined Escort, who was on pole. It took one lap for Strawson to power by the Escort on the top straight, but Whitting never gave up trying to find a way round the American monster, and he finished 0.8 s adrift at the end. If this David and Goliath battle was not enough entertainment, there was more from further back. Once Bernard Bird had disposed of Colin Folwell's Capri, the latter got into the clutches of a host of Minis, including Brian Cox, Terry Harmer, Phil Winter, and Chris Bruce. Cox had been higher but lost time when the car cut out at Paddock while front row man Jeff Mann (1.7 Ford Anglia) spun out of fifth at Kidney. Bird finished a quiet third, while Cox got the better of the bunch finishing fifth in front of Harmer and Winter, and behind Folwell.

With Rob Cochran's Bladen stationary on pole with a dead engine, the Clubmen were led off by Terry Cockerell's U2 with the similar car of Alan White second and Richard Groom-

bridge's Hustler, still on the Intermediate tyres that have been so good for him, third. By the first lap Vernon Davies had got his car up to third and next time round he put it up to second on the top straight. Lap four saw the change of leader, although Cockerell wasn't going to let Davies get far away, that is until his ignition went on the blink and he retired on lap eight. Richard Mallock in a family Mk 12 was next up, and had been following Davies up through the field, running in a gearbox that was fitted after practice. Groombridge finished third with a slowly deflating tyre and no second, with Alan White's U2 fourth. Gryphons didn't have a happy time, Noel Stanbury not getting an entry, Sid Marler having his trailer stolen during the night and arriving too late for the session and incurring the 10 second penalty, while Stuart Glass was being covered in petrol and couldn't see. Small class honours went again to Peter Cooke's U2 Mk 88/11, although the Ladybird Mk 10 of class challenger Derek Walker had the diff go when in second class position.

After the F3s came the MN/Castrol contenders with Jeremy Lord sitting on the second row after a wet practice which dried on him when he put on his wet tyres. Apart from that setback, he also had 1½ in of gear stick to play with, the stick having broken twice during the day. Such problems are overcome however, and by the end of the second lap, he was in the lead as usual. That was not before poleman John Calvert had led a lap in his 1.3 Royale RP6, closely followed by Hank Candler's 2.0 March-BMW 73S. Candler, from Colorado, having his first English race, having raced all manner of cars in the States, the last being a Bobsy, Candler kept second during the Lord take-over, but John Markey in the Paul Gresham-owned Lotus-Gurney/Weslake 30, now entered by

continued on page 56





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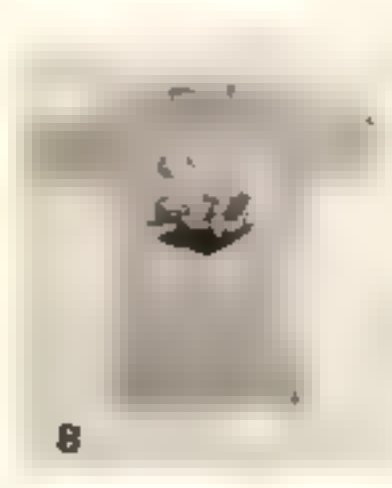
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# Kinnunen-Kauhsen battle in Britain's fastest race

By ROBERT FEARNALL and JEFF HUTCHINSON

Pictures by ROBIN REW

Current Interserie Champion Leo Kinnunen—the Flying Finn—scored his first Interserie win of this season at Silverstone last Sunday by 9 s on aggregate from leader of the Championship, Willi Kauhsen. The two turbocharged Porsche 917/10s dominated both 35-lap parts with Kinnunen easily beating Kauhsen in the first and Kauhsen beating Kinnunen by 1 s in the much more exciting second part, with Kauhsen's average for that second part of 133.32 mph making it the fastest race run in Britain since the war. The fastest lap and lap record went to Kinnunen in 1 m 17.6 s, 135.79 mph, which is just 0.1 s outside Peterson's Formula 1 and outright record established in the International Trophy. Such was the exciting pace between the two Porsches in the second part that the cars touched at Copse, an incident which brought harsh words from Kinnunen.

In both parts these two Porsches lapped the rest of the entry, with Georg Loos' turbocharged Porsche finishing third on each occasion comfortably ahead of Ernst Kraus' unturbocharged version. With Gunter Steckkonig's Porsche 917/10 finishing sixth, Willie Green was the only interloper with Willie taking Georg Loos' McLaren M8F into fifth place. In dry conditions, over 18,000 spectators watched this excellent meeting which the Aston Martin OC—backed up by the BRDC—organised extremely well and efficiently.

## ENTRY AND PRACTICE

With the European 2-litre sports car championship round disappearing from the Silverstone calendar, the second Interserie race at Silverstone became the annual Martini International, organised by the Aston Martin OC with back-up from BRDC officials. The race was run in two 35-lap parts, with the promoters suffering a terrible disappointment when their star Rinzler CanAm Porsche entry for Charlie Kemp was withdrawn when the car was badly damaged in Stuttgart training by George Follmer.

Three other turbocharged Porsches made the trip to Silverstone, however, and as expected, two of them dominated the proceedings. Three 45 m sessions were given to the Interserie cars in Saturday with most significance being placed on the middle session as the cars acclimatised to the circuit for the first period and it poured with rain in the last session, which brought out just three cars.

Last year's lap record for Interserie cars stood at 1 m 20.0 s to Kinnunen in an unturbocharged Porsche, and the 29-year-old Flying Finn made best practice lap of 1 m 19.2 s, being much happier with his Racing Team AAW Porsche turbocharged than in the two previous rounds, when he took runner's-up spot to Kauhsen. Kinnunen's blue and white Porsche had been back to the factory to be completely reset-up and Kinnunen found the handling of the car much improved. Lining-up next to Kinnunen came his German rival, Willi Kauhsen in the yellow Bosch Porsche turbocharged which recorded 1 m 19.6 s, rumours suggesting that Kinnunen's turbocharging pressure ran at 16 atmosphere in practice to Kauhsen's normal 135 (it is generally thought that Kinnunen usually runs between 1.45 and 1.5 atmosphere).

German Helmut Kelleners was hoping for better luck in his Felder Racing Weisberg McLaren M20, the ex-Hulme car using an 8350 cc McLaren alloy block engine. Since the terrible unreliability this car has suffered, Kelleners was trying titanium rods and extra strong steel bolts and the CanAm McLaren recorded 1 m 21.9 s suffering gear selection problems. Kelleners was using Goodyear tyres for the first time which meant the car needed re-setting. Completing the second row was the only turbocharged McLaren, the M8F of Teddy Pilette, who uses a Morand turbocharged Chevrolet engine. Pilette, whose smart McLaren uses a similar droop nose shape to the Porsche CanAm cars, recorded a creditable 1 m 21.9 s too. His unbalanced heavy car was very much less competitive, than the M20 showing it by threepenny-bitting around the corners.

German Georg Loos headed the third row with his immaculate red/yellow Porsche turbocharged, the former McLaren driver acclimatising well to his new mount to record 1 m 23.0 s despite lacking some power in practice through a hole in the exhaust system. Loos, incidentally, will be preparing his own engines for the car after this race. Next to Loos came another Porsche 917/10, this one unturbocharged and driven by Ernst Kraus whose best practice lap was 1 m 23.3 s. Kraus' 5.4 litre engine was a bit tired, not having been out of the car yet this year, and the Silverstone race was scheduled to be his last race with this engine.

After a handful of laps on Friday, Willie Green was needing as much practice as possible to acclimatise to Georg Loos' 83 McLaren-Chevrolet M8F—the car Loos raced last year which had not been run this season until the Silverstone race. However, Saturday was full of problems for Green and his hired car, most of them concerning the eligibility scrutineer who objected to the roll-over bar in shape and in the strength of it. With all this drama, Green only managed to get into one of the sessions to record 1 m 24.6 s and even on Saturday night, it seemed doubtful the car would be allowed to race, but with the support of McLaren's Phil Kerr on Sunday morning, everything was passed for the race. In case problems still arose, Willie had Chris Renwick's Ferrari 512 as spare at the circuit. Next to Green on the fourth row, was German Porsche engineer Gunter Steckkonig, who was at the wheel of Willi Kauhsen's unturbocharged 5.4-litre Porsche 917/10. Steckkonig, a well-known pilot of Porsche Carreras, was having his first taste of Interserie and got down to 1 m 25.4 s before a tyre blew and ripped the front bodywork badly. A taped-up nose section was readied for the unofficial session on Sunday morning.

Hillclimbing exponent David Hepworth was next up in the only one of three entered BRMs to appear, this being the 8-litre P167 model. Hepworth's car had been thoroughly

Kauhsen	Kinnunen
(Porsche 917/10 5.4)	(Porsche 917/10 5.4)
1 19.2	1 17.6
2 20.0	2 18.4
(McLaren M8F 5.4)	(McLaren M20)
1 21.9	1 21.9
Kraus	Loos
(Porsche 917/10)	(Porsche 917/10 5.4)
1 23.3	1 23.0
Steckkonig	Green
(Porsche 917/10)	(McLaren M8F)
1 25.4	1 24.6
G. Follmer	Hepworth
(McLaren M8F)	(BRM P167)
1 29.0	1 29.8
J. Dan	M. Pilette
(McLaren M8F)	(BMW Porsche)
1 34.9	1 20.8
G. Pilette	H. Pilette
(McLaren M8F)	(BMW Porsche)
1 40.0	1 34.9
D. Hepworth	C. Renwick
(BRM P167)	(Lotus-Aston Martin T70)
1 52.1	1 48.0

\* Not started  
Not qualified Sh. Green (March 717) 4 45.2



Kinnunen leads Kauhsen along Pit Straight just after McLaren and Kraus' Porsche (below).



Kays Griffiths' McLaren leads Steckkonig's Porsche



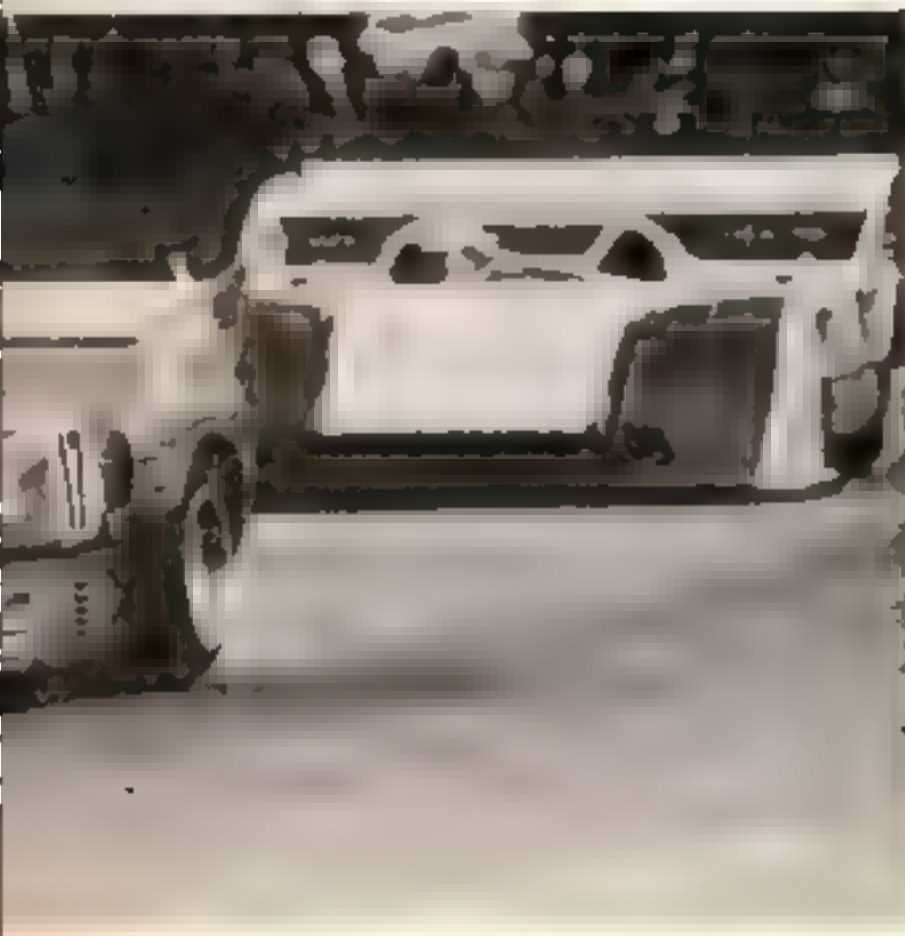




start (above). Into Club go Loos' Porsche, Green's



their battle in the second part



rebuilt since his off-course excursion at Imola when lots of cracked components were discovered, but Hepworth was in gearbox problems in practice to record 1 m 26.8 s and the gearbox was changed overnight. Next came Kaye Griffiths, who was having his first Interseries race in the Eve Escorts ex Pilette 8.4 McLaren M8E which uses a D back and recorded 1 m 26.0 s. The last runner to break 1 m 30 s was Hans Muller-Perschl, whose smart 2.8-litre Porsche Carrera-engined KMW Special lapped in 1 m 29.8 s. Anthony Hutton's Mirage GT40 had a wishbone go in Friday's practice, so never made official practice, while Sklenar's March suffered engine problems.

## RACE

In the Sunday morning warm-up session, the biggest disappointment came after two laps when the Kelleners McLaren's big end bolts broke and put a rod through the side of the block—his fourth in three meetings. The mechanics then set about taking out the 8.3-litre engine and installing the 8.1-litre engine, but the sump hung 2in lower than the other sump so unless the car bottomed all round the circuit, there was no way it could be used, although at one stage it seemed a borrowed sump from David Hepworth would solve the situation. So after much frenzied activity, Kelleners' CanAm McLaren was missing from the grid when the cars appeared for the first 35-lap part.

For the first time, two pace laps were used to warm the extra big tyres before the 16 cars were unleashed in the cloudy but dry conditions. Before the Aston Martin course car had pulled off into the pit road, the field was well spread out with Kinnunen and Kauhsen starting the race from midway through Woodcote and Kinnunen easily getting to Copse first. The two turbocharged Porsches immediately opened up a vast lead over Pilette who was keeping Loos, Kraus and Green in close company behind, while Steckkonig had his hands full of Hepworth and Griffiths at the end of the first lap.

By the second lap, Kinnunen had pulled out a 3 s lead over Kauhsen, both the whispering Porsches using every inch of the road as they took Woodcote smoothly and quite unspectacularly Pilette was doing a good job in holding third place from Loos, Kraus and Green, while Hepworth relieved seventh place from Steckkonig, both pulling well out of the reach of Griffiths.

The Flying Finn continued to put more ground between his Porsche and Kauhsen's, leaving most interest in the dispute for third place with Loos having quite a go to take the turbocharged McLaren. Time and again, it seemed Loos would do it under braking, but Pilette's car managed to fill the track at the right time and it wasn't until the 10th lap when Pilette slowed that the Porsche got by. In fact Pilette lost a number of places as the gearbox went "funny" at Stowe on the 10th tour and he managed to stick it into third which is how he raced for the next part of the race. Pilette's position after this was eighth, with Loos and Kraus fairly close together in third and fourth, while Green lost ground on these two and was being hauled in by Hepworth and Steckkonig.

Very little interest remained in this rather boring part—I suppose this is what CanAm's like! Green, suffering from a lack of brake, was caught by Hepworth who took over fifth place on the 12th lap with Steckkonig not far behind either despite having the taped-up nose section scraping along the ground. Hepworth's sixth place was not to last long, however, for the centre of the plug blew out and the seven-cylinder BRM eventually dropped back behind Green on the 18th lap.

Meanwhile, in the lead, spots of rain made little difference to the procession. Kauhsen reduced Kinnunen's lead to around the 5 s mark at the 27 lap mark, but the Bosch car was badly baulked on the 29th lap and the gap was extended to 10 s again. Kauhsen was looking decidedly hairy through Woodcote as he tried to close on Kinnunen, the German complaining about the handling of

the tyre-chirping Porsche through overheating Goodyears, a similar problem affecting the leading car, which was using Firestones. At the finish exactly 10 s separated the two Porsches, both easily lapping the entire field.

Loos complained of being 70 bhp down on the other turbo runners as he was running a smaller air intake, but finished a steady third, easily pulling away from Kraus, who later remarked that his only problem was that he hadn't enough money to buy a turbo-charger! For fifth place, Green, Hepworth and Steckkonig were lapping in close company near the end but places didn't change although Hepworth lost second gear and the unturbocharged Porsche had caught significantly in the closing part of the race. Behind these, Pilette was plodding on stuck in third gear until the 23rd lap when all the gears were stripped completely and he pulled off at Becketts. Therefore eighth place was inherited by Griffiths' McLaren which had Muller-Perschl's Porsche-engined KMW behind it until the latter's throttle spring broke and he lost a lot of time in the pits. The other KMW Porsche of Kurt Hild, smoked around slowly for a couple of laps before all the oil disappeared, while Nick Cussons' Roger St John Hart-owned Lola Aston Martin T70 made several stops with fuel starvation, a similar fate thankfully sending Rolf Goetz ex Loos McLaren M8E into retirement. John Jordan's club racing McLaren ran around an uncompetitive ninth, and an awful machine described as a Lola Special and driven at crawling pace by Egmont Dursch fortunately suffered a puncture.

## PART TWO

When the colourful collection of cars lined up for the second 35-lap part, David Hepworth was late up and started the pace laps from the back as the second gear dog ring was just fitted in time, while Hild's KMW never made the start. As in the first part, the turbocharged Porsches started the race from Woodcote with Kinnunen again setting the pace from Kauhsen. Loos held third place, with Green separating him from Porsche pilot Kraus, while Pilette held sixth place from Steckkonig and Griffiths.

The pattern was the same as before, with Kinnunen edging away from the Bosch car, while fourth man Green continued to separate the Loos and Kraus Porsches—despite having a hairy lapping moment with Cussons at Woodcote—until the 10th lap when Green suffered gear linkage problems and was left with second and fourth for the rest of the race and they were sometimes difficult to get. He still held on to fifth, though some way behind Kraus.

Excitement by this time centred on the lead, for at the end of the eighth lap Kinnunen—who had built up a safe lead—came up to lap David Hepworth whose BRM had come in to the pits from the rolling start, checked its oil and then went straight out again. Hepworth, however, thought he would have a bit of the race with the leader and from Woodcote through Copse and to Becketts, Hepworth continued to hold up the leader. Kauhsen took this advantage to close the gap dramatically and take the lead into Stowe for the ninth time with Kinnunen having got by the BRM on Hanger Straight. Kinnunen was understandably not happy about this and started the 10th lap just 2½ s behind Kauhsen, who had quite a fraught moment at Stowe on the 12th lap, but continued to hold off the Finn.

Kinnunen continued to have his lappery problems though, losing around 4 s on the 16th lap when Jordan got in the way at Club after having closed up to under 2 s, and four laps later more time was lost lapping Hepworth again. Time and again, the lap record was reduced with Kinnunen using every inch of the track through Woodcote as the record came down into the 1 m 17 s region. With the gap down to 1 s on the 23rd lap, Kinnunen looked set to make his move when the flying Porsches came up to lap three slower cars at Woodcote, but Kauhsen threaded his way through brilliantly to keep the record-breaking Kinnunen at bay. The



gap then remained at the 1 s mark with Kauhsen making far less work of lapping slower cars, while it seemed as though Kinnunen was content to sit on the tail of the Bosch car as he had 10 s in hand on overall results.

That theory was discounted on the 34th lap. As the two cars came up to the end of the 33rd tour at Woodcote, they came up to lap Cussons' Lola. Kauhsen was forced to lift off for a moment before Cussons moved over to pit wall, while Kinnunen was able to keep flat to pull alongside Kauhsen going under the Motor bridge. Kauhsen, who wasn't aware of Kinnunen alongside almost moved into the side of the blue Porsche and weaved away again in a frightening manoeuvre at 160 mph. Despite this fright, both drivers gave no quarter and went side-by-side into Copse, Kauhsen on the outside cutting in and forcing Kinnunen to back off as the yellow Porsche's right rear wheel picked up paint from Kinnunen's car—almost causing Kinnunen to spin. The Finn gathered himself together, having lost several car lengths and that seemed to be it for the last two laps, but Kinnunen made a comeback on the last lap when Steckkonig held up his team-mate at Club and just 1 s separated the turbocharged Porsches across the line.

Kinnunen was not a happy man, despite scoring his first win. He first exclaimed that he wouldn't take the prize at the ceremony after the race because of the contretemps with Kauhsen, but after a few words from Inter serie chairman, Pierre Aumonier, Kinnunen took part in the prizegiving.

The rest of the race contained little interest. As in the first part, Loos drove a steady race despite his lack of power and finished third two laps down, with Kraus some distance behind in fourth. Kraus had spent quite some time lapping Hepworth and by the finish, Willie Green's troubled McLaren closed to within 7 s of the Porsche Green getting used to his new mount more in the second part.

In sixth place, Pilette succeeded in keeping Griffiths and Steckkonig at bay but he then slowed and dropped behind this pair when unbeknown to him he suffered the frightening experience of semi-collapsed front suspension. He carried on at a much reduced pace around the corners to finish ninth, and it was later discovered that the box section at the end of the front crossmember which takes the top of the shock absorber mount had folded up like paper!

For most of the race, Griffiths and Steckkonig disputed sixth spot with Griffiths going much better in his part to hold off the Porsche. When the two leaders lapped them, the two got split up but Steckkonig fought back and finished just over 3 s behind Griffiths. Hepworth had the centre of two plugs blow out in this part, but persevered with the sick-sounding BRM to finish eighth with Rolf Goetz finishing the race by going in to the pits with his McLaren, but still holding 10th place. His only other challenger would have been Muller-Peres, but his KMW suffered a similar problem as Pilette and spun into retirement at Stowe. Cussons' Aston ran much better this time, running non-stop although many laps down, while Jordan's McLaren lost much time in the pits and Durach disappeared into the paddock at the same speed he lapped Woodcote!

#### Martini International Super Sports Inter serie, round three

##### Aggregate points placings of two 35 lap parts

1. Leo Kinnunen (5.0 Porsche 917/10 c/c) 1 h 32 m 44.8 s, 132.55 mph, 3 pts.
2. W. Kauhsen (5.0 Porsche 917/10 c/c) 1 h 33 m 53.4 s, 3 pts.
3. Georg Loos (3.0 Porsche 917/10 c/c) 1 h 37 m 48.0 s, 2 pts.
4. Ernst Kraus (3.4 Porsche 917/10) 1 h 40 m 00.0 s, 0 pts.
5. Willie Green (8.3 McLaren-Chevrolet M8B) 1 h 40 m 10.0 s, 0 pts.
6. Gunter Steckkonig (5.4 Porsche 917/10) 1 h 45 m 14.0 s, 0 pts.
7. David Hepworth (8.0 BRM Chevy at P167) 1 h 45 m 14.0 s, 0 pts.
8. Kaye Griffiths (5.4 McLaren Chevy at MBE) 1 h 45 m 14.0 s, 0 pts.
9. Teddy Pilette (3.3 McLaren Chevy at MBE) 1 h 45 m 14.0 s, 0 pts.
10. John Jordan (7.0 McLaren Chevrolet M8B) 1 h 45 m 21.0 s, 0 pts.
- Fastest lap: Kinnunen, 1 m 17.6 s, 132.79 mph (record).
- Part 1 (35 laps): 1. Kinnunen 44 m 37.5 s, 13 pts; 2. Kauhsen 46 m 47.5 s, 3 pts; 3. Loos 34 m 00.0 s, 2 pts; 4. Green 33 m 4.0 s, 1 pt; 5. Griffiths 32 m 7.0 s, 0 pts; 6. Steckkonig 32 m 8.0 s, 0 pts; 7. Jordan 29 m 10.0 s, 0 pts; 8. Muller-Peres 28 m 00.0 s, 0 pts; 9. Durach 28 m 00.0 s, 0 pts; 10. Rolf Goetz (7.9 McLaren Chevrolet M8B), 31.
- Part 2 (35 laps): 1. Kauhsen 46 m 06.3 s, 133.32 mph; 2. Kinnunen 46 m 07.3 s, 3 pts; 3. Loos 33 m 00.0 s, 2 pts; 4. Green 33 m 00.0 s, 1 pt; 5. Griffiths 32 m 7.0 s, 0 pts; 6. Steckkonig 32 m 8.0 s, 0 pts; 7. Hepworth 32 m 9.0 s, 0 pts; 8. Pilette 31 m 10.0 s, 0 pts; 9. Rolf Goetz (7.9 McLaren Chevrolet M8B), 31.



Mallock leads Vandervell and Wardle through Becketts in the Atlantic race

## SUPPORTING RACES

# Saloon car excitement

By ROBERT FEARNALL

The supporting races were fabulous. Each of the four championship rounds produced thrilling and spectacular racing for the crowds, highlighted by an incredibly exciting and hair-raising Castrol production saloon car race. Fastest of the supporting attractions was the Yellow Pages Atlantic round, in which John Nicholson's Lynxar dominated the race and set a new lap record of 121.68 mph, but his engine was later protested. After the Chevrolet Camaro fell by the wayside, Gordon Spice's 2-litre Capri won the production saloon car race which was the best saloon car race seen on the Grand Prix circuit for a long, long time. The JCB historic contenders were the only ones to suffer a damp track but that soon dried out to give Nell Corner's single seater Aston an effortless victory, and Donald Macleod won an incredibly fraught STP Formula Ford qualifier. A word of praise must go to the marshals, whose action in dealing with the many accidents being most creditable and the whole operation controlled in an unflustered and efficient manner from the top.

## FORMULA ATLANTIC

The Yellow Pages International Championship brought Formula Atlantic cars to Silverstone's big circuit for the first time, and from the 45 m practice session, John Nicholson's Pinch (Plant) Lynxar emerged fastest in a startling 1 m 25.9 s (122.67 mph). Nicholson going much better than of late with his Nicholson BDA engined Lynxar. Syd Williams' Brabham-Eden BT40 lapped in 1 m 26.1 s to occupy the middle of the front row with David Purley completing the row in 1 m 26.3 s. Purley's March-Lec 722 using '73 type bodywork and a narrower track for the first time. In this closely matched grid, Ray Mallock's Chequered Flag March 73B with a Swindon Racing Engines BDA was the only other driver to break the 1 m 27 s barrier with 26.7 s. Colin Vandervell's Triplex-March 73B was well down the grid when an engine misfire persisted throughout practice after recording an unofficial 1 m 25.5 s in testing during the week. Regretful non-starter was John Lepp whose Chevron B25 used a tired engine in practice after his demon Smith unit had the flywheel break, and the Smith engine could not be readied in time.

After the start, drama struck at Copse when Williams' Brabham launched over the top of Purley's March and both cars left the track for good with Purley being whisked off to hospital with concussion. Out of the confusion, Ray Mallock's March headed towards Becketts in front challenged hard by John Nicholson's Lynxar and at the end of

the first lap the Lynxar swept past the March on the outside of Woodcote to take over the lead. Right behind these two came Peter Wardle's Surtess TS15, Stan Matthews' Ensign (which jumped the start and was penalised 1 m) and Tom Pryce's Royale-Race Engine Services RP12A with the 24-year-old Welshman Pryce taking Matthews on the third lap. Vandervell's March was making tremendous progress from its seventh row grid position and by the fourth lap was on the tail of Pryce, whose Royale suddenly slowed out of Becketts on the fifth lap and the unlucky Welshman headed towards the pits with a punctured left rear tyre, which cost him two laps while it was changed.

So Vandervell was now into fourth and quickly closed on the exciting dice for second place which Mallock was having the better of, from Wardle. By the start of the seventh lap, the three cars were nose-to-tail with Wardle trying to oust Mallock, and Vandervell trying to displace both of them. Vandervell's chance came on the ninth lap when he drew alongside Wardle on Hanger Straight and although on a wide line, took over third place to attack the Chequered Flag March.

Meanwhile Nicholson was pulling well away from this dicing trio, which continued to dispute second with Wardle getting back alongside Vandervell on occasions, SuperCol being unable to get by Mallock. And so the race ran out, with the impressive New Zealander having almost 10 s in hand by the finish of 15 laps, and setting an excellent 121.68 mph lap record, with Mallock showing much-improved form to come home second still hard-pressed by Vandervell and Wardle.

For the first half of the race, fifth place was disputed between Stan Matthews' penalised Ensign and Stephen Choularton's March 73B, but by the eighth lap they were joined by Bob Salisbury's Surtess TS15 which got to the head of the trio on the 10th lap before Choularton went back ahead. That's where Choularton stayed although Salisbury was still breathing down his neck at the finish, while Matthews' Ensign blew its engine trying to keep up and retired on the 13th lap. After a hastily rebuild following its Oulton shunt, Jas Patterson's Texaco March 722 finished some-way back from this group in seventh place with eighth man Brian Robinson (Ensign) losing his sparring partner Syd Fox when the Huron's engine blew up under the strain. Although his car sounded far from well, Sonny Rajah's March 732 inherited ninth place with Ken Bailey's March 722 working up to 10th after being badly delayed in the first corner fracas.





At Becketts the Camaros of Richard Lloyd and Stuart Graham lead Spice's Capri on the first lap.

After the race, Vandervell protested Nicholson's engine and Wardle protested Mallock's engine; so both engines were subsequently sealed for RAC inspection.

## PRODUCTION SALOONS

For the first production saloon race on the Silverstone Grand Prix circuit, there was a packed and star-studded entry which necessitated qualifying in practice. For the two-two rolling start grid 40 cars were able to start, with the Chevrolet Camaros of Stuart Graham and Richard Lloyd heading the field. Former motor-cyclist Graham was at the wheel of Len Leston's Camaro which Graham prepared and he recorded 1 m 53.3 s, which was 0.4 s better than the time recorded by Richard Lloyd's Z28, entered by A. J. Rivers and supported by the American Car Centre. Lloyd's car missed much of its practice while a punctured tyre was replaced. The Camaros were almost 4 s quicker than anything else, Gordon Spice's 3 litre Wishart's Capri recording 1 m 57.4 s while the biggest surprise came from the Alfes. John Handley and Stan Clark both produced 1 m 57.8 s which made them fourth and fifth fastest, but the Clark Alfa team then withdrew from the race when the Michelin radial racing tyres marked as Michelin Xs which the cars were using, were banned (see Pit and Paddock).

Although at the end of the programme, very few of the crowd left for this fabulous race. Once the pace car pulled off, the grid maintained order sensibly before the "off" with both Camaros powering side-by-side towards Copse where Richard Lloyd took command from Graham. The Camaros opened up the expected large lead over the rest of the field with Graham sticking to Lloyd's tail at the end of the first lap, while Gordon Spice's Capri headed a hair-raising group in third comprising Tony Lanfranchi's 3-litre BMW Si, John Brindley's 3-litre Capri, Roger Bell's 3-litre BMW Si and Mike Crabtree's 3-litre Capri.

Disappointment struck the Lloyd pit on the second lap, when the A. J. Rivers Camaro started to trail oil smoke through Woodcote and on the next lap the unfortunate Lloyd was heading to the pits with a broken bearing oil seal, but not before setting a new lap record in 1 m 52.2 s. Graham therefore was left with a vast lead and looked set to repeat his Oulton Park win in only his second race in the car, but on the ninth lap he suddenly slowed and within a lap was heading for the pits with a blistered front tyre.

Meanwhile, the action behind was incredible. Lanfranchi was having a tremendous attempt at displacing Spice's Capri and time and again the two would be side-by-side through the corners with the ShellSport BMW leading across the line on the sixth lap having taken Spice at Copse but the Capri was back in front next time round. The two continued to swap places until the 10th lap when with Graham now out of the race, Spice took over

the lead while Lanfranchi eased off with a deflating tyre, which eventually blew when crossing the finishing line but Tony still had second place. An equally fraught scrap came next, with Brindley's Capri keeping Bell's sideways Rothmans BMW and Crabtree's Willment Capri at bay until the 10th lap when Crabtree (who had been continually swapping places with Bell), went by Brindley on the inside of Woodcote. The Willment Capri held off the other two until the last lap when he went sideways at Becketts and by the time he had collected it together, Brindley and Bell were through leaving Bell to make a fantastic last corner effort which brought him alongside the third place Capri with Crabtree cursing himself in fifth place.

While all this was going on, class battles were happening throughout the massive 40 car field. Bernard Unett's immaculate Chrysler Dealer Team Hunter GLS easily outpaced its £1500 class rivals and held an incredible sixth place overall, leaving behind the dying 3 litre Capris of Tony Shaw and Barrie Boulton which Shaw got the better of on the last lap. Unett had quite a dice with Shaw until half-distance when the Capri man spun at Becketts and Unett made a fantastic avoidance manoeuvre! Although all alone in ninth place and second in the £1500 class, Barrie Williams drove in the GN Firenze brought much amusement to the Woodcote spectators as he got it into the most amazing sideways angles, Barrie keeping well out of reach of the most incredible battle for third in class. In this battle, Denis Thorne's Firenze and Nigel Stovin-Bradford's Hunter GLS were having another instalment in their barging matches joined by Derrick Brunt's Firenze, with Wendy Markey's BMW 2002 Ti and Neil McGrath's Escort Mexico keeping close company behind until McGrath's engine died on the eighth lap. The body-nudging battle between the first three was quite amazing with places changing throughout the 12 laps, but life got a bit fraught when they lapped a gaggle of backmarkers at Woodcote at the end of the 10th lap. Thorne slammed right into Stovin-Bradford's Hunter which slowed the Hunter temporarily, but by the finish he was back up behind the Firenzes, with Thorne having a mere 0.2 s advantage over Brunt with Mrs Markey's BMW right behind the Hunter. Phew! Tim Stock's Firenze was leading this battle before spinning on the third lap, but Stock soon picked up much of the lost ground before overtaking four times at Stowe, which commentator Keith Douglas was giving an entertaining description of counting the rolls as they took place! Stock, of course, was unhurt.

As expected, Ivan Dutton's Escort Sport dominated the £1050 class leaving five Simca Rallyes to fight over second in place and fight is the appropriate word, although Keith Wallace's was the only one to have a shunt. Colin Cooper's version succeeded in leading the French attack almost all the time, with Jenny Birrell leading Simon Kirkby by inches

for most of the race, Kirkby losing his other Simca sparring partner Tony Charnell who spun at Copse after the two leaned on each other through Woodcote on the second lap. Charnell was split from the other Simcas at the finish by Mike Bundy's Marina.

Which just leaves us with the £800 class in which the Moskvich 412s were having quite a hectic time. Eric Horsefield and Syd Fox disputed the lead vigorously until Fox spun at Becketts on the seventh lap and Fox then pulled away from Steve Thompson's Moskvich until the wheel sailed into the spectator enclosures at Stowe on the last lap, so the Formula 5000 pilot picked up runner-up spot to Horsefield with Derek Lawrence in John Webb's usual car completing the Moskvich domination.

## HISTORIC

This the second round in the JCB Championship was slightly different to previous rounds inasmuch that a number of post historic Aston Martins were invited to take part as well notably Mike Salmon in Viscount Downes Project 212. As if historic racing had a jinx this year, it was yet again very wet when the mass of cars practised on Saturday afternoon. Practice caused problems for Willie Green whose Maserati 250F (chassis no 2525 since 2534 blew up in practice for the International Trophy meeting), was suffering carburation problems as a plastic fuel filter dissolved by the dope fuel was found in the fuel line and for Chris Drake whose Lister-Jaguar didn't qualify in the official session when an oil line coupling failed. Alan Cottam's Maserati 250F (owned by Cameron Murray) deposited all its oil on the Club Straight when warming-up so never made practice.

Fastest in the wet was Charles Lucas who took Lord Hesketh's immaculate maroon Maserati Tipo 61 around in 2 m 0.9 s, nearly 2 s better than Colin Crabbe's Testa Rossa Ferrari with Nick Faure's Hexagon spaceframe Lister-Jaguar completing the all sports car front row. Neil Corner was fastest single seater, his 3-litre Aston Martin DBR4 having dry tyres for the wet session, (after a partial seizure some four weeks ago, some near all-night work during the preceding week got this car to the circuit in time).

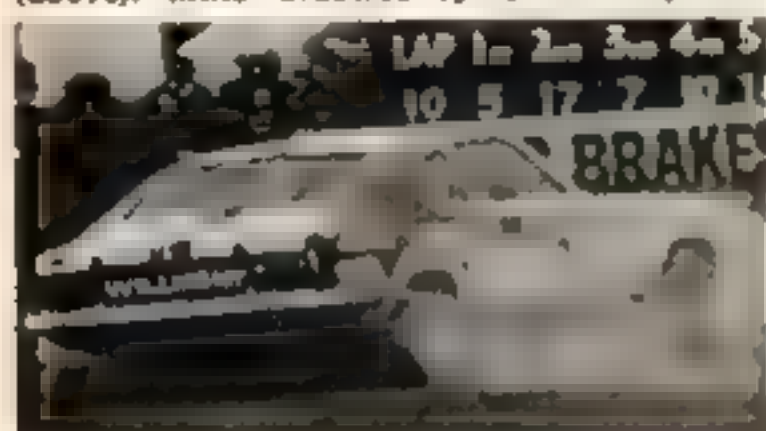
The only sign of rain during Sunday came before the JCB race. The rain wasn't hard but dampened the track for a little time and a number of drivers switched on to wet tyres fearing the worse. With the 1 m board shown, Crabbe's Ferrari was still sitting on the front row without any front wheels on and the start was ultimately delayed while Colin sorted himself out and a number of his rivals exclaimed their displeasure to the officials about this. By the time the race did get under way, the rain had stopped and the track dried!

The start contained more problems, for Nick Faure's Lister-Jaguar shot forward and then stopped with a broken gearbox and Tom Rosa's





Behind John Watts and Moo Ross, Syd Fox spins his Moskvich alongside Eric Horsefield (above). Mike Crabtree spins his Capri at Becketts (below).



1955 ex-Musso Maserati 250F was pushed off the grid with its recently rebuilt engine dropping oil. Corner's Aston threaded through the sports cars to take the lead at Copse from Lucas' Birdcage Maserati, Crabbe's Ferrari and the Listers of Richard Bond and John Harper. Corner opened up a huge lead from then on, driving as immaculately as ever while lapping at nearly 105 mph. Interest centred on second place where Luke was under pressure from Crabbe's large Ferrari while Willie Green's Maserati 250F shot through from the ninth row to take over second place at Stowe. Green, however, could not pull out of Lucas' reach and the two proceeded to have a fabulous sideways battle for second place with Green opposite-locking through Woodcote and Lucas throwing the Birdcage Maserati through at a phenomenal rate on the wrong tyres. Lucas sometimes managed to get alongside, but the dice came to an end on the penultimate lap when Lucas' rotor arm drive broke and he pulled off leaving Green—with locking brakes—an undisputed second.

Crabbe lost ground on the two Maseratis and came under considerable pressure from Harper's Forward Enterprises Costin-bodied Lister, which kept on the Ferrari's tail until the finish and Harper won the over 3-litre class. Richard Bond's ex-Border Reivers Lister was originally holding sixth place but the wet tyres gradually went off and Richard was performing some hair-raising moments through Woodcote in keeping up, but on the fifth lap he had to relinquish sixth place to Mike Salmon's Aston Martin Project 212 and a lap later John Roberts' Lotus 16 demoted Bond a further place, but the Cooper Metala Lister held on to the tail of the Lotus. Brian Joscelyne's beautifully rebuilt Aston Martin DBR1/4 finished a little farther behind in eighth, Brian having quite a lonely race to finish well ahead of Ray Potter who had worked up from the 11th row in McKechie's 2½-litre Syracuse Connaught—the last car unlapped by the flying Corner.

One of the highlights of the race was the battle for the up to 2-litre class between the Cooper-Bristols of Richard Pilkington and Barry Simpson. In the first few laps, the two Coopers came through Woodcote absolutely side-by-side with wheels almost interlocking before Pilkington's Mk 2 version got the better of the dice and indulged in some magnificent sideways slides through Woodcote to finish less than 2 s in front of an equally spectacular Simpson, but then Pilkington was sadly docked 1 m for jumping

the start and that put him well out of contention.

Gordon Lee's Lister-Jaguar steadily picked up places to finish 11th, some distance ahead of Willie Eckerslyke's Jaguar D which was also penalised for jumping the start. Therefore Frank Lockhart's Rover Special inherited 12th place from Peter van Rossem, whose ex-Roberts Cooper-Bristol Mk 2 claimed second in the 2-litre class. Hon John Fellowes' rumbling Maserati 450S headed the next five car group which included Martin Morris' hastily rebuilt D-type, while Cameron Miller's Maserati 250F and Anthony Hutton's famous Lister-Jaguar NVE 303 dropped out of the running when well-placed. Another retirement was Paul Weidon, the former Monoposto driver who is acclimatising to the ex-Harper Lister-Chevrolet very well indeed and was catching Roberts' sixth placed Lotus when he stopped at Becketts. John Davies' ex-Border Reivers high-tailed Aston DBR1/2 had an accident in practice and non started.

From this capacity grid, battles carried on throughout the field in a superb 10 lap race, with Corner, Green and Harper now sharing the lead of the JCB Championship on 10 points with Crabbe next up on 11. The next instalment in this Speed Merchants-organised series is at the Grand Prix meeting.

## FORMULA FORD

Heats for the STP Formula Ford Championship race took place on Saturday afternoon with the first one having a nice dry track and the second heat contenders having to contend with a very wet circuit. The first heat turned in to a battle for the lead between Derek Lawrence's Dulon MP 15 and Donald Macleod's Merlyn Mk 11A which saw the two changing places constantly with Lawrence successfully taking Macleod in to Woodcote for the last time. Third place was very fraught with Patrick Neve's Merlyn Mk 24—which led the race briefly—scrapping home inches ahead of John Crowe's Merlyn Mk 17/20 which had John Murphy's Hawke DL10 alongside and Mike Young right behind in a new Merlyn Mk 24. Roger Bruce-White's Dulon retired from this group and John Lipman's older Dulon headed the next battling group in seventh place.

On the wet track, the second heat wasn't quite so closely contested although winner Frank Hopper had a hard time from Terry Fisher's Merlyn-Tasman Mk 20A. Fisher took the Vagantune-powered Royale RP16 on the second lap at Becketts but then executed a 360 degree pirouette at Stowe to continue some distance behind the winning Irishman. The other front row occupant, Richard Morgan (Ray-Vagantune) got as far as Maggotts on the first lap before leaving the track for good. Once Chris Woodcock had lost a lot of time spinning on the third lap, third place was inherited by Chris Pryer's Palliser which was caught and passed by Richard Hawkins' Titan Mk 8 on the last lap with Terry Richards' Merlyn losing ground in fifth place. Roberto Alvarez (Hawke DL10) was push started after the flag from his fourth row grid position and made good

progress to finish ninth which was put back two places when a 10 s penalty was added.

The STP final opened the proceedings on Sunday morning and the 18,000 spectators were treated to a fantastic slipstreaming race with seven cars battling for the lead. The majority of leading was shared between Lawrence's Dulon and Macleod's Merlyn—Macleod surviving a heart-stopping moment leaving Woodcote early on—with any of the other five making an attempt to intervene. Fisher's Merlyn made a tremendous recovery after losing many places on the grass at Copse on the second lap and coming back to take the lead briefly on the ninth lap.

While all this dicing was going on however, there had been a large frightening three car shunt underneath the Motor bridge at the start of the fifth lap which almost blocked the track with bits and pieces. The marshals' work in clearing up the track was first class, but some of the drivers seemed to take little notice of the yellow and white flags. Fortunately none of the three drivers involved (Argent, Woodcock and Emery) were injured.

The outcome all depended on the last lap and Lawrence led under the Daily Express bridge, with Macleod pulling out of his slipstream to the outside and put the Merlyn fairly sideways in front of Lawrence to score a well-judged victory, with Fisher, Patrick Neve's Merlyn, Frank Hopper's Royale, Richard Hawkins' Titan and John Murphy's Hawke right behind. Less than 2 s separated all seven cars which had been changing places on every part of the circuit, but Fisher and Hopper were both later excluded from the results for not observing the flag signals when the accident occurred.

Two more cars had been involved in that leading bunch, John Crowe's Merlyn and John Lipman's Dulon, but both spun at Copse on different laps, Crowe earlier nearly taking off half the bunch in a fraught moment at Stowe. More tense struggles took place down the field. Behind the leaders, Young's new Merlyn and Richards' Merlyn succeeded in displacing Geoff Lee's Alexis on the last lap and behind them Crowe's Merlyn just beat Pryer's Palliser to the line with Lipman recovering to finish 13th on the road. Keith Fletcher's Royale RP16 was black-flagged for his unobserving of the warning flags, but he didn't see the black flag either for many laps and was reprimanded and fined £20.

STP Formula Ford Heat 1 (7 laps): 1. Derek Lawrence (Dulon MP 15) 12 m 27 s 102.14 mph; 2. Donald Macleod (Merlyn Mk 11A) 12 m 32 s 97.14 mph; 3. John Crowe (Merlyn Mk 17/20) 12 m 33 s 97.14 mph; 4. John Murphy (Hawke DL10) 12 m 34 s 97.14 mph; 5. Mike Young (Merlyn Mk 24) 12 m 34 s 97.14 mph; 6. Patrick Neve (Merlyn Mk 24) 12 m 34 s 97.14 mph; 7. Terry Richards (Merlyn Mk 24) 12 m 34 s 97.14 mph; 8. Chris Woodcock (Merlyn Mk 24) 12 m 34 s 97.14 mph; 9. Roberto Alvarez (Hawke DL10) 12 m 34 s 97.14 mph; 10. John Lipman (Dulon) 12 m 34 s 97.14 mph.

STP Formula Ford Heat 2 (7 laps): 1. Frank Hopper (Royale Vagantune) 14 m 14 s 87.46 mph; 2. Terry Fisher (Merlyn-Tasman Mk 20A) 14 m 14 s 87.46 mph; 3. Richard Hawkins (Titan Mk 8) 14 m 14 s 87.46 mph; 4. Chris Pryer (Palliser) 14 m 14 s 87.46 mph; 5. Terry Richards (Merlyn Mk 24) 14 m 14 s 87.46 mph; 6. John Crowe (Merlyn Mk 17/20) 14 m 14 s 87.46 mph; 7. John Lipman (Dulon) 14 m 14 s 87.46 mph; 8. Keith Fletcher (Royale RP16) 14 m 14 s 87.46 mph; 9. Mike Young (Merlyn Mk 24) 14 m 14 s 87.46 mph; 10. John Murphy (Hawke DL10) 14 m 14 s 87.46 mph.

STP Formula Ford Heat 3 (12 laps): 1. Macleod 20 m 34 s 102.14 mph; 2. Lawrence 20 m 34 s 102.14 mph; 3. Neve 20 m 34 s 102.14 mph; 4. Hawkins 20 m 34 s 102.14 mph; 5. Murphy 20 m 34 s 102.14 mph; 6. Young 20 m 34 s 102.14 mph; 7. Fisher 20 m 34 s 102.14 mph; 8. Richards 20 m 34 s 102.14 mph; 9. Woodcock 20 m 34 s 102.14 mph; 10. Alvarez 20 m 34 s 102.14 mph; 11. Lipman 20 m 34 s 102.14 mph; 12. Fletcher 20 m 34 s 102.14 mph.

JCB Historic Car Championship race (10 laps): 1. Lee (Aston Martin DBR1) 10 m 32 s 100.09 mph; 2. Green (Maserati 250F) 10 m 33 s 97.14 mph; 3. Crabbe (Ferrari 250GT) 10 m 33 s 97.14 mph; 4. Bond (Lister) 10 m 33 s 97.14 mph; 5. Harper (Lister) 10 m 33 s 97.14 mph; 6. Salmon (Aston Martin Project 212) 10 m 33 s 97.14 mph; 7. Bond (Lister) 10 m 33 s 97.14 mph; 8. Roberts (Lotus 16) 10 m 33 s 97.14 mph; 9. Potter (Syracuse Connaught) 10 m 33 s 97.14 mph; 10. Joscelyne (Aston Martin DBR1/4) 10 m 33 s 97.14 mph; 11. Crowe (Merlyn) 10 m 33 s 97.14 mph; 12. Lipman (Dulon) 10 m 33 s 97.14 mph.

Yellow Pages International Formula Atlantic Championship (13 laps): 1. John Nicholson (Lynx) 13 m 22 s 104.70 mph; 2. Ray March (March Swindon Racing Engines BDA 738) 13 m 22 s 104.70 mph; 3. Colin Vandenberg (March Cosworth BDA 738) 13 m 22 s 104.70 mph; 4. Peter Ward (March Swindon Racing Engines BDA 738) 13 m 22 s 104.70 mph; 5. Stephen Chapman (March Swindon Racing Engines BDA 738) 13 m 22 s 104.70 mph; 6. Robert Seabury (March Swindon Racing Engines BDA 738) 13 m 22 s 104.70 mph; 7. Fastest lap: Nicholson 1 m 36 s 121.48 mph (record).

Control production saloon car championship round (12 laps, overall and over 1500 class): 1. Gordon Spry (Ford Capri) 12 m 27 s 89.86 mph; 2. Tony Lanfranchi (Ford Capri) 12 m 27 s 89.86 mph; 3. John Brandy (Ford Capri) 12 m 27 s 89.86 mph; 4. Roger Bell (Ford Capri) 12 m 27 s 89.86 mph; 5. Richard Lloyd (Ford Capri) 12 m 27 s 89.86 mph; 6. Fastest lap: Richard Lloyd 1 m 37 s 93.91 mph (record).

1050 cc (1500 class): 1. Bernard Unett (Hillman Hunter GLS) 12 m 27 s 89.86 mph; 2. Barry W. 12 m 27 s 89.86 mph; 3. Denis Thomas (Vauxhall Firenza) 12 m 27 s 89.86 mph; 4. Vauxhall Firenza (Vauxhall Firenza) 12 m 27 s 89.86 mph; 5. Fastest lap: Unett 1 m 37 s 93.91 mph (record).

1001 cc (1500 class): 1. Ivan Dutton (Ford Escort Sport) 12 m 27 s 89.86 mph; 2. Colin Cooper (Ford Escort Sport) 12 m 27 s 89.86 mph; 3. Jenny Brandy (Ford Escort Sport) 12 m 27 s 89.86 mph; 4. Fastest lap: Dutton 1 m 37 s 93.91 mph (record).

Up to 1000 class: 1. E. L. Hanks (1.5 Moskvich 412) 12 m 27 s 89.86 mph; 2. Steve Thompson (1.5 Moskvich 412) 12 m 27 s 89.86 mph; 3. Derek Lawrence (1.5 Moskvich 412) 12 m 27 s 89.86 mph; 4. Fastest lap: Syd Fox (1.5 Moskvich 412) 1 m 37 s 93.91 mph (record).



## Circuit Inspection

I refer to Patrick McNally's "On the Scene" in last week's *AUTOSPORT*. In the first part entitled "Diplomatic Fittipaldi" he says "As the track has already been passed by the CSI safety committee and the GPDA representative, Peter Westbury."

I regret that Patrick McNally has not understood or possibly made allowance for the inspection procedure laid down by the FIA. Neither Dott Ing Baccialaguppi (CSI) nor I, for the GPDA, passed Zolder.

The procedure is as follows. Baccialaguppi and I made an inspection of Zolder on April 18. I kept note of the recommendations, and forwarded them to the FIA and Baccialaguppi for final agreement. The FIA then sent a formal letter laying out the requirements to Zolder. To speed things up I also sent copies to the RACB and Zolder.

Only when all the work has been carried out and the local ACN, in this case the RACB, have made another inspection to check that, in fact, the work has been done can the FIA then pass the circuit. In no way can the circuit be passed or otherwise on the spot by the inspectors delegated by the FIA through the CSI.

While the reports were in the post Emerson was testing at Zolder and found it lacking in many respects. Via a telephone call from Danny Hulme I found out some of the points that Emerson had raised, all of which were in the report. It would appear that Emerson had not seen the report at that time. As Patrick rightly says, Emerson is a diplomat and I know him to be one of the few drivers to do more than just talk about the safety of spectators and drivers.

For better or for worse the system exists of inspecting circuits confused in this instance by the "politics" of the three GP circuits in Belgium. However, I have always found the people at Zolder very co-operative and enthusiastic to make theirs the best circuit in Belgium. The remarkable improvement to the circuit is surely evidence of this compared say to three years ago.

DORKING, SURREY

PETER WESTBURY

## Consult the entrants

I find it interesting to discover Mr Argetzinger's inquiries to constructors regarding a possible change in engine regulations for the 1974 CanAm Series. It is strange that the inquiries did not include those of us who are entrants in the series. I can only speak for my team, but if the SCCA followed its usual practice of ignoring the independent teams in its communication, Mr Argetzinger may someday hopefully find himself with a five or six car grid CanAm.

The reported responses of the constructors give hope. It is logical to go to the new engine regulations. The only shame would be the demise of the fantastic 917 910s. However, when one considers the cost of 5-litre engine versus the 494 version, plus the reliability of the smaller engine as against the fragility of the big block type, we could certainly do a season for a lot less dollars, plus have the possibility of running Formula 3000 and CanAm with an interchangeability of engines, gear ratios, perhaps wheels and suspension parts as well.

You and your readers may be interested to know the costs of fielding a CanAm effort, independent, without much chance of winning a race. A new McLaren MBF, three engines, transporter, two employees, on-the-road expenses, spares, rebuilds, comes to about \$160,000 for 10 races. Or as my accountant puts it: "It is costing you \$8,000 per racing hour to have fun; for that price, you might consider other pursuits of pleasure."

In comparison, it is costing some \$70,000 to compete with our new McRae GM1, Jon Woodner driving, in the L&M Championship.

With Jon in the car only the second time, we finished 7th in the main event at Laguna Seca. It is a portent of things to come as we learn about the car and the driver becomes familiar with it.

But, back to the CanAm. As a spear carrier in this year's Wagnerian operetta, we can hope to win about twenty to twenty-five thousand dollars, plus get back some of our money with the sale of equipment at the end of the season. Of course, a totally blown engine or a major shunt would bring up the cash output for the season, and of course, one must look for incident as well as sunshine. Consequently, our entire inventory of CanAm equipment is up for sale, we will sit out this dance, thank you.

One might inquire: "why did you get into it?" The answer surely is for the love of racing, plus, with the cutting of starters for 1973 from some 32 to 35 per race in 1972 to a maximum of 24 this year we believed the prize money would be heavier in the middle of the pack. It is not. A 12th place at Laguna Seca CanAm in 1972 paid us \$1,600, with over 30 starters. A 12th place finish this year, with the field cut to a maximum of 24, is still \$1,600.

The more involved we become with SCCA professional racing, the more I agree with the action of my good friend Jim Busby who took his money to England, hooked up with a top flight team, and is enjoying competitive racing. Without a change for 1974, we will move the whole damn show to England and emulate Jim.

Thank you for your excellent coverage of our US events. It is the only comprehensive reporting written without benefit of press release and public relations men's influence. CUDDY RACING, MIDDEN HILLS, BILL CUDDY CALIFORNIA.

## Victimised Magee?

At the risk of starting another flood of correspondence over Damien Magee I would like to register my disgust over his treatment by the Stewards at Mallory Park on May 6th.

I witnessed the incident at the hairpin on the opening lap and he was certainly in no way to blame—I even remarked to my wife at the time that that was one they couldn't pin on him! As I saw it, what happened was that Wilds and Brise entered the hairpin on the outside with Magee behind to the inside. Under braking Brise touched Wild's gearbox and then immediately chopped in front of Magee who had no chance of avoiding him and so the two touched and Brise spun, his front wheels mounting the inside of the hairpin. As you state in your report Brise then continued to drive in an apparently dangerous manner, seemingly trying to baulk anybody and everybody wherever he could. I would like to add that I am no great fan of Magee's but do not like to see him being victimised—I think the \$10 fine was utterly ridiculous. CHIFFENHAM, WILTS. P. J. CARPENTER.

## Improved Oulton

I would like to thank the Cheshire Car Circuit Co for the vast improvement in the viewing capacities for spectators. It is super to be able to stand on the newly made banks and see the actual road instead of just the top of the cars flying past. The results board also is a terrific advantage. A lot of work has been done during the last winter and from my point of view it is very much appreciated. The only thing I would like to see done now are better conditions in the paddock for the drivers: they seem to have to do all their repairs in awful conditions open to the elements.

NANCY RIDGEWAY, NORTHWICH, CHESHIRE.

## Naughty car

I see by Pit and Paddock in the May 10 *AUTOSPORT* that the RAC has decided to punish a naughty car, referring, of course, to the disqualification for the remainder of the year of the Wisharts/Gordon Spice Capri. Since the RAC has decided that the car should be penalised for having illegal front springs, a number of ramifications are evident.

The RAC statement indicates that neither the driver nor entrant knew that the springs were not the correct ones and therefore no penalty was levied against these parties. It follows, therefore, that the car knew about the illegal springs and was penalised for its sneaky and unsportsmanlike conduct. I hope the Capri recognises the error of its ways and replaces its springs before returning to the track upon expiration of the disqualification.

I assume that the Capri was given a proper hearing by the RAC before the penalty was levied. I would be most interested to see a copy of the Capri's testimony. Fortunately the car was not a 2800 RS and the car's testimony, therefore, won't require translation from German to English.

This decision by the RAC is certainly landmark in nature. The responsibility for legality of a race car has been extended to the car itself. The RAC Stewards should have an interesting year!

SOUTHPORT, USA

JIM PATTERSON.

## Dellows defended

I could have forecast a letter from a Dudley "enthusiast"—as 90% of the current antagonism towards Dellows seems to stem from club members in that area.

Despite Mr Rumney's 13 years experience of trials he seems to have some rather naive views on the Dellow issue. Does he really think the RAC is standing up for just Mr Hayward? For the record, there are currently sixty or so Dellows on the Register, and more joining each month. His "polite suggestion" borders on the farcical!—ie that Dellows are suitable kin for the Cannons and Kincaids of this world.

I suggest Mr Rumney tells us when he last saw Cannons etc being used to race, sprint, hillclimb, rally, driving-test, trial, sand race, tow caravans and provide everyday transport for tens of thousands of miles (my Mk 1 covering 75,000 miles in the hands of a previous owner). If, as he infers, the Dellow was only a trial "special" even when produced in different forms and by the hundred, then will he tell us why it was exported to countries that had never heard of trials and why it was used as a company car by a firm of agricultural machinery manufacturers?

Can he state which garages have had the cars he mentions on catalogued retail sale for several years? Come on, Mr Rumney, there's next to no common ground.

John Oliver's bold statement about "spirit of the regulations" needs comment. I trust he had all the facts at his finger tips when writing, but I suspect otherwise from his 1949 quote about "specific purpose." As it was written seven months before the Dellow went into production, it is not surprising that the aforementioned versatility knocks his idea for six. May I quote Michael Sedgewick in 1972 (*Competition Car*):—"MG and Singer designed their cars with an eye on trials, hence the 20 to 1, and worse, bottom gear ratios"—so when does your exclusion take effect, Mr Oliver?

So, Spridget owners from Dudley (or anywhere), Singer and MG owners, let's have less of this "if you can't beat them, exclude them," try the old-fashioned "join them" or alternatively stop moaning about being beaten.

NICKEL BROWN, DELLOW REGISTER, SHERTON, SURREY.



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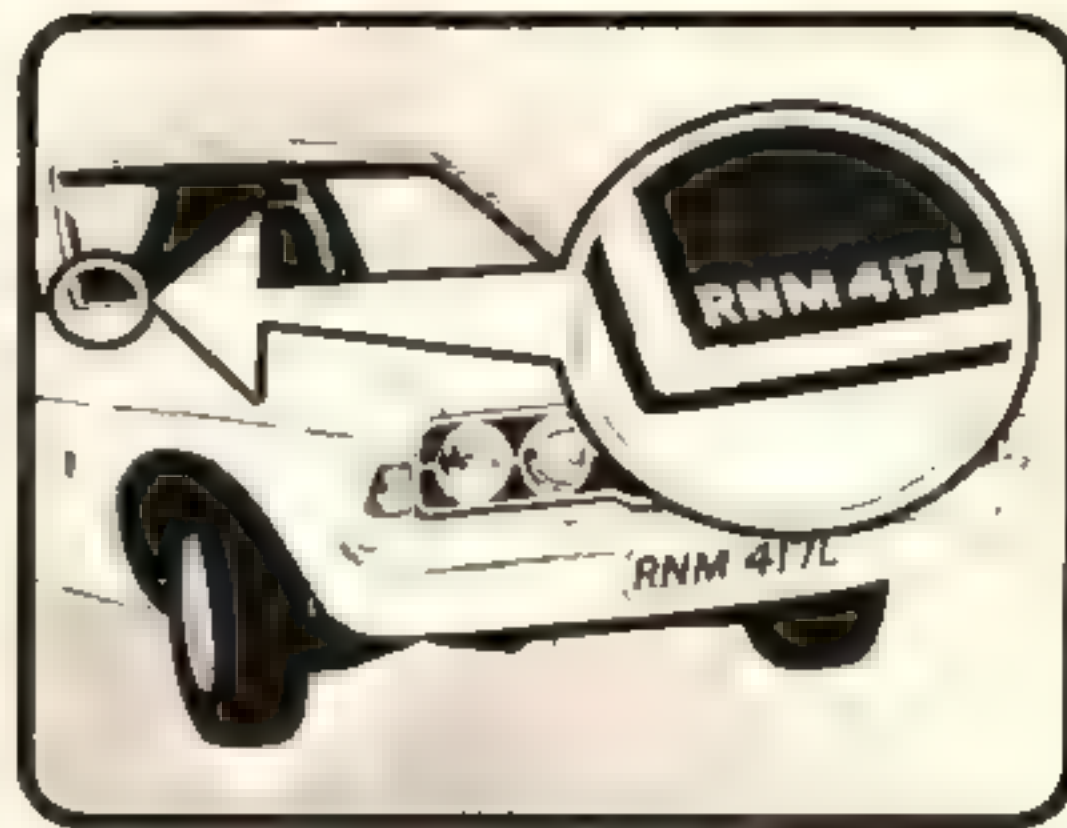


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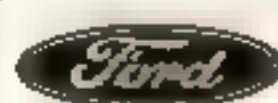
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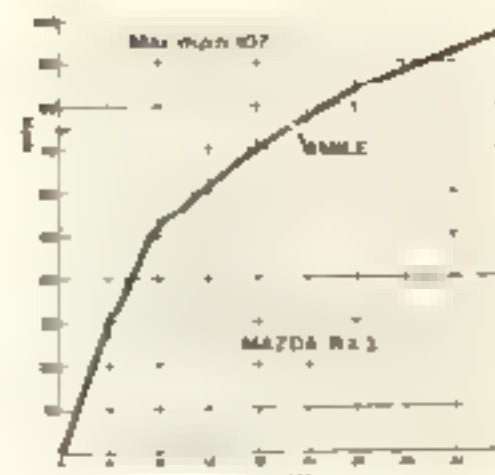
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 hypoid rear axle ratio 3.7 to 1  
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 steering gear tie bar axle on semi elliptic springs  
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 disc wheels fitted 355 SR 13 to 15  
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 40 litre ammonia fuel and temperature gauges  
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 heated rear window two speed windshield wipers and  
 washers flash 2 direction hazard warning lights  
 and 1 door lock  
 Dimensions: Wheel base 7 ft 3 in track 4 ft 3 in  
 4 ft 4 in engine 12 ft 4 in width 5 ft 3 in height  
 1 ft 4 in  
 Performance: Maximum speed 103 mph. Speeds in gears—  
 1st 12.85 m/h second 56 m/h first 32 m/h standing  
 4th 10 m/h 10.5 s. Acceleration 0-30 mph 8.0 s 0-50  
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"There was no element of luck in Mehta's win; he took what chances he could, drove and drove faster than the other finishers"

## A taste of two Africas

I have just spent two months of my life doing two rallies in different parts of Africa. Not only were the locations quite widely separated, but the styles of the two events and the cars in which I drove (or rather, was driven) make a very interesting comparison. The two events were the East African Safari where I sat next to Hannu Mikkola in a works Ford Escort RS and then the Rallye du Maroc where I was consigned as ballast with Rauno Aaltonen in a factory Fiat 124 Spyder Abarth.

The two rallies are as different as chalk is from cheese and so I will start by discussing them as it will help to put any remarks I make about the cars into perspective. The East African Safari, this year celebrated its twenty-first anniversary which makes it a baby compared with the Monte Carlo Rally, the Austrian Alpine or even the now-lapsed Coupe des Alpes, but to modern eyes travelling out from Europe, it is very much a traditional event. Originally it was conceived as a town-to-town bash almost on the lines of Paris to Madrid. It may amuse competitors now to read that the rally got bogged down in 1953 between Taveta and Voi which is the main road between Kenya and Tanzania, but the main roads then were every bit as rough and treacherous in the wet as one would expect from a competitive section today. Even the trip from Nairobi to Mombasa which comprises some three hundred miles of the biggest main road in Kenya, was not a trip to be undertaken lightly especially if there was any chance of rain. Nowadays it is an excellent strip of tarmac along which a modern rally car can make averages of getting on for one hundred miles an hour.

The Nairobi-Mombasa road still crops up in the Safari, but it must be admitted that it no longer plays a selective part in the rally. What does remain is the concept of driving from city centre to city centre without let up or hindrance and the minimum number of time controls. The Safari route still comprises quite a lot of main roads in those parts of the country where they present a driving challenge and no better example could be taken than the main road up to Narok where Timo Makinen and Henry Liddon left the road and rolled their Escort this year, or indeed the Meru-Embu road where Mikkola and Aaltonen bade farewell to the finisher's list. The thing about the Safari is that it runs non-stop while it runs and there is no quarter given to the car. If you want to stop and work on it or even just refuel, it will almost certainly cost you time as most of the sections are set at an impossible average speed.

However, tradition occasionally goes astray with the resulting bewilderment of the visiting crews. The "main road" sections are nearly all impossible unless they are just link sections on tarmac but normally with a set average of 80 mph to 90 mph on dirt, you lose time. Then come testing sections like Tot and Tambach in the Kerio valley and what happens? On Tot, all the leading crews had at least ten minutes in hand having taken it easy, while on Tambach, some used as much as seventeen minutes on service before checking in clean at the end of the section. Indeed, had it not rained in the twisty Usumbaras Mountains section, I think

that even that might have been driven in time.

So we have the situation that the Safari is a rally which can quite easily turn out to be decided on main roads—or at least their Kenyan equivalent and that, while the pressure is pretty relentless, it is far from even. It is for this reason that so much time and money is spent in a Safari recce for it is only by trying each section flat out that a co-driver can have any conception of what will be possible during the rally. It is a constant source of friction between the visitors and the organisers to have the set times for the sections announced the prescribed period of twenty-one days before the rally starts. The organisers say that they don't release them because it encourages people to practise flat-out to see if the times are possible or not. I would say that it should be preferable to release the times with a clear distinction made between competitive sections and liaison sections so that no one would have to try and get a competitive time on what should be a relaxed section. However, I would agree that in order to do this, the style of the rally would have to be changed. The concept of the Safari as I see it is that every section should be impossible so that you know this already before the recce and you also know that it doesn't matter so much where you put your service since you will be losing time wherever you stop.

There once was another event run like this. It was called the Mille Miglia and it was stopped after a sad and dreadful road accident in which many people lost their lives. Don't get me wrong about my feelings for the Safari for I think it is a great rally and I enjoyed competing in this year's event more than anything else I have driven in for a long time. Just so long as the organisers can get away with running high averages—high enough to penalise everyone—on all the sections, then I am very happy that they should run the rally on traditional lines. But already this year there were several innocent people killed in service car accidents and it is the opinion of regular Safari competitors that it can't be too long before one of these accidents involves a competing car. The organisers must, I feel, anticipate this or the event will be killed overnight the first time it happens. At the moment, the authorities are fantastically co-operative and do things unheard of in Europe like suppressing the speed limit for the duration of the rally.

Anyway, we must hope that good fortune and good sense prevail so that this excellent event is not lost to us. As it stands at present, the Safari is the supreme challenge for a well-prepared car and a well-prepared crew for the decisions one makes as a result of the recce will either benefit you or penalise you during the event. Hannu and I felt that we had to rely on the fact that we should get the best car for the event since the Ford won last year and could only be better this year, and thus tackled the recce as if the event was indeed a race. Every section that possessed a bend was pace-noted not only because I find those much easier to read than mileage notes, but because the driver can drive in a faster, more relaxed style if he has everything read back to him.

I have already mentioned in another article the detail that went into the Ford service laid on by Peter Ashcroft and Vic Preston Sr and the very important part that Bill Parkinson played by flying his aeroplane, November Yankee, as a satellite to relay messages to the service crews. All this side of our rally went very smoothly and had we not left the road for an hour in the Usumbaras when a gear dropped out on the approach to a nasty bend, we should have been neck and neck with Roger Clark at the half way point. As it was, we were fourth overall and before long with the demise of our two team mates, we were in the thick of a battle for first place with Aaltonen and

Kalstrom in the Datsun. It was here that the pressure of the Safari really made itself felt and it is what separates it from other events. We had made a mistake in not changing our front struts on arriving at Nairobi because Roger and Timo were both changing theirs and we felt ours were still all right. Thus we had to change them out on the side of the road, at night just before the Kericho time control. By then we had just about caught Kalstrom but the twenty minutes lost then, put us back level with Aaltonen. From then on, nothing went absolutely right; no sooner did we get past Aaltonen by having superior speed in the service points than we would have a puncture and be consigned to Datsun dust for another few hours or so. On the Rallye du Maroc, Jean-Pierre Nicolas complained bitterly that he had had to drive in our dust for some forty kilometres and I tried to explain to him that on the Safari, one could be in that situation for days which brought something of a blank look.

Ultimately, Aaltonen and we perished on the same bank in Meru-Embu though he only got three kilometres beyond it while we made another seventy before the steering failed. So it was Shekhar Mehta and Lofty Drews who steamed through to pip Kalstrom at the post and take the victory. In any other rally, one could have said without fear of contradiction that their win was lucky but in the case of a Safari win, I don't think that was the truth. Mikkola and Aaltonen had not abandoned the idea of victory by the time they reached Meru; it was raining and they were facing an impossible section on a slippery twisty road which suited their Scandinavian style of driving. It was the most natural thing in the world to think that this was their opportunity to win and I think that no one would doubt their capability to do just that on that kind of going. Both were driving to win with no care to think of coming second as an also-ran, while both Mehta and Kalstrom were undoubtedly proceeding with a little more caution; Mehta because he knew too well the treachery of this road in the wet and Kalstrom because he was happy to be leading but wanted very much to finish. Thus there was no element of luck in Mehta's win; he took what chances he could and drove faster than the other finishers which is the name of the Safari.

In complete contrast, the Rallye du Maroc, though run in Africa, is constructed along much more European lines and although occasionally you may be forgiven for thinking that you are participating in a road race, the competitive sections and the liaison sections are very clearly defined and very much separated from one another. To start with, Morocco has a very good tarmac main road network so that the main part of the rally is disputed over long sections of little-used road which traverses the stony wilderness of the Atlas Mountains and the virtually desert regions to the south. If I used the word "desert" I don't mean the rolling sand dunes of Beau Geste, but a hilly, rocky, hot and barren place that could easily be mistaken in a photograph for the other side of the Moon. These desert sections plus a few tarmac roads in the mountains are run as special stages so there is no problem of set times and when one does a recce, one makes the notes as accurate as possible and leaves the fast driving until the rally. In any case, the roads are far worse than the majority of roads used on the Safari and the rocks and river beds are far less compromising than the dusty soil roads of East Africa, which means that it is far easier to break a recce car in Morocco than in East Africa.

The average speeds that the cars can make on the desert special stages is not very high, usually about 60 kph to 70 kph and the road sections which contain them are timed accordingly so that there is always adequate



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# Rally record

time for service. In addition, the Moroccan rally organisers allow an hour of free time for work on the cars each night before they are put into parc fermé and will exclude any car which they feel is not safe to continue, as they did with a couple this year. This approach is in extreme contrast to that of the Safari where servicing time comes out of the competitor's pocket. For me, I don't feel that one is better than the other though I think the Safari could unbend to the point where they could give quarter of an hour every day to have brake pads and tyres changed just from a safety point of view. Perhaps the Moroccan system allows too much service time, but then they still get fewer finishers than the Safari and one can only assume that each driver tends to go a bit too quick if he has just had extensive service on his car.

In Morocco, I was paired with our adversary from East Africa, Rauno Aaltonen, who was driving a Fiat for the first time. For me too, it was the first time in one of these cars on a rally and I was most interested to see how it went. My first impression was one of genuine surprise at how slow it felt after coming from the Escort. The Fiat has a twin overhead camshaft engine bored out to 1756 cc and previously when I had been told by Fiat drivers that it only gave something like 175 bhp, I took it with a pinch of salt as the old T/C Fords were giving that from 1600 cc. However, now I believe them though why no more power comes from that engine I can't really tell. The thing it lacks most is torque and one has to use the non-synchromesh Colloisi gearbox all the time to keep the car moving. We had the new Abarth Spyder with the independent rear end and a Borg Warner axle with limited slip differential and the car has a very good feel on the road when the road is reasonably smooth.

However, when we got out on some of the desert rocks, it was made painfully aware that what the Spyder gained in roadholding through its suspension, it lost in suppleness. To say that one could feel every bump would be an exaggeration, but the spring shock absorber movement was insufficient to stop it bottoming out over bumps and transferring the shock direct to the bodywork—and to us! The Ford Escort, veteran of several Safaris and innumerable forest events in Britain, has a progressive type of spring working in conjunction with a gas filled shock absorber, both of which have quite a long stroke. The consequence is that you have a firm suspension but one that rides well over sudden bumps and holes.

On the plus side, I have rarely found a car that was as solid as the Fiat. Despite the fact that most of the shocks were transmitted to the body, it showed no sign of strain though we did get a bit worried at one point when the hardtop became loose on one side. The standard of mechanical preparation was very high indeed and I must record that I have never done such a hard rally in a car that gave no minor faults at all. One normally expects at least one electrical connection to shake off or for one piece of equipment to come loose, but the Fiat gave us none of those worries. What stopped us in the dreary desert before Foun Zguid was the drop arm from the steering box which broke off. The way it did it was quite strange for it did not just part company while we were hurtling along in a straight line, nor did it go when we hit something. The first I knew of it was when Rauno's voice came down the intercom that we had a puncture. We stopped and pulled off the track but when we got out, all tyres were perfect. Then we thought of the steering and we tried each wheel which again seemed perfect. Then I held one wheel while Rauno tried to turn the steering wheel and that was when the arm snapped.

I am sure that it was the vibration plus the loads imposed by the bottoming of the

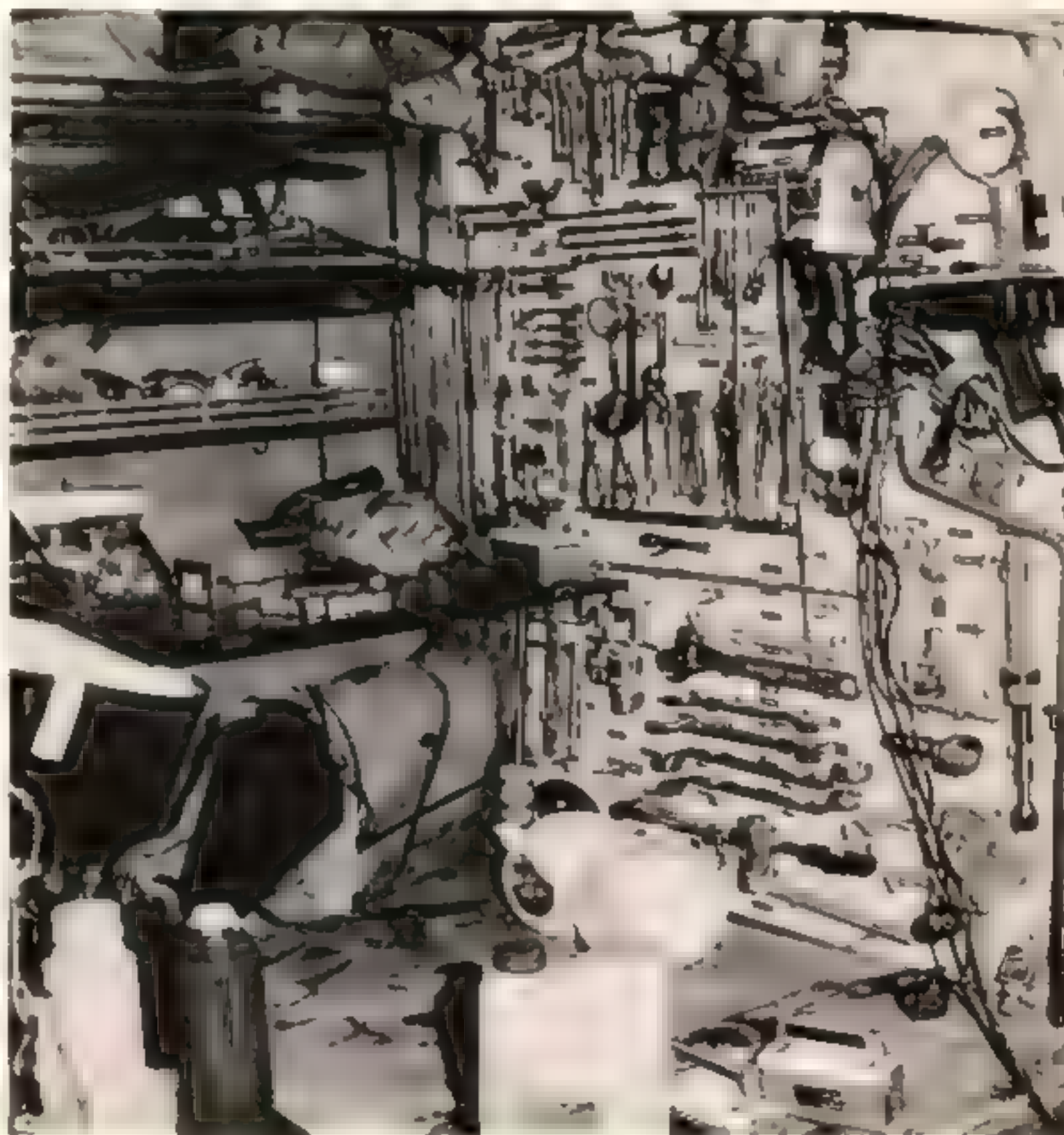
front suspension that caused it to fail in this way, for it is quite normal to bend such an arm but not to have it bend and finally part like the branch of an old tree. Incidentally, before the rally, Rauno had worked a lot with the mechanics to try and get more suspension movement but it is very difficult to develop in two days, ten centimetres more movement. The Fiat mechanics were some of the most helpful that I have ever met though the face of Pecoraro got longer and longer as the rally approached. For the general organisation, we had a one man team called Sileochis who in just a few days organised all the service, the schedules of the cars, and even an aeroplane to provide service in the desert. It was our bad luck that it was not flying when we broke down or we might have been out of there more speedily. In total, I was very impressed with the Fiat cars and organisation, especially the keenness of the men that work on the cars. With ace developer Aaltonen driving for them on at least one more occasion this year, the Spyder has the possibility to become an even bigger rally winner than now.

To close this African mixture, I should like to record one or two thoughts that these two events have brought up. The first thing is that this sort of rallying is fantastically enjoyable whether one is a works driver or private entrant, but that it is also very expensive. It seems to me that organisers in general and even, dare I say it, the FIA

and CSI, give no thought at all to the sky-rocketing costs involved in competing in their events. There was this business of the chains on the Safari while in both events, a more judicious choice of route would have cut a factory's costs considerably, not to mention those of the private owner. On the TAP Rally even, the inclusion of a few unnecessary tarmac tests forces those drivers who want to be competitive to bring down racing tyres and distribute them to remote places. The same goes for any m.a.r. rally which has a race circuit inserted into it.

The main effect resulting from increasing costs seems to be a slight desperation to win amongst the works teams. It cost Ford something like £85,000 sterling to put five cars in the Safari and I imagine that the Renault Alpine effort on the Moroccan must have cost at least half that. I want to say nothing more about the ethics involved in the service car that drove back against the rally to mend Therier's car in the middle of a stage, but it is a sign of the most overt nature that because of the large sums of money being spent, it is no longer sufficient to fiddle a little bit beyond the tolerances in the engine but now the most basic rules of the rally can be flouted openly. If the ruling bodies of the sport and organisers cannot recognise that they have to take control of the situation, we are going to lose what sport is left in rallying and it will just become a question of money.

Some idea of their efforts can be gained from this view of the inside of a Fiat service vehicle.







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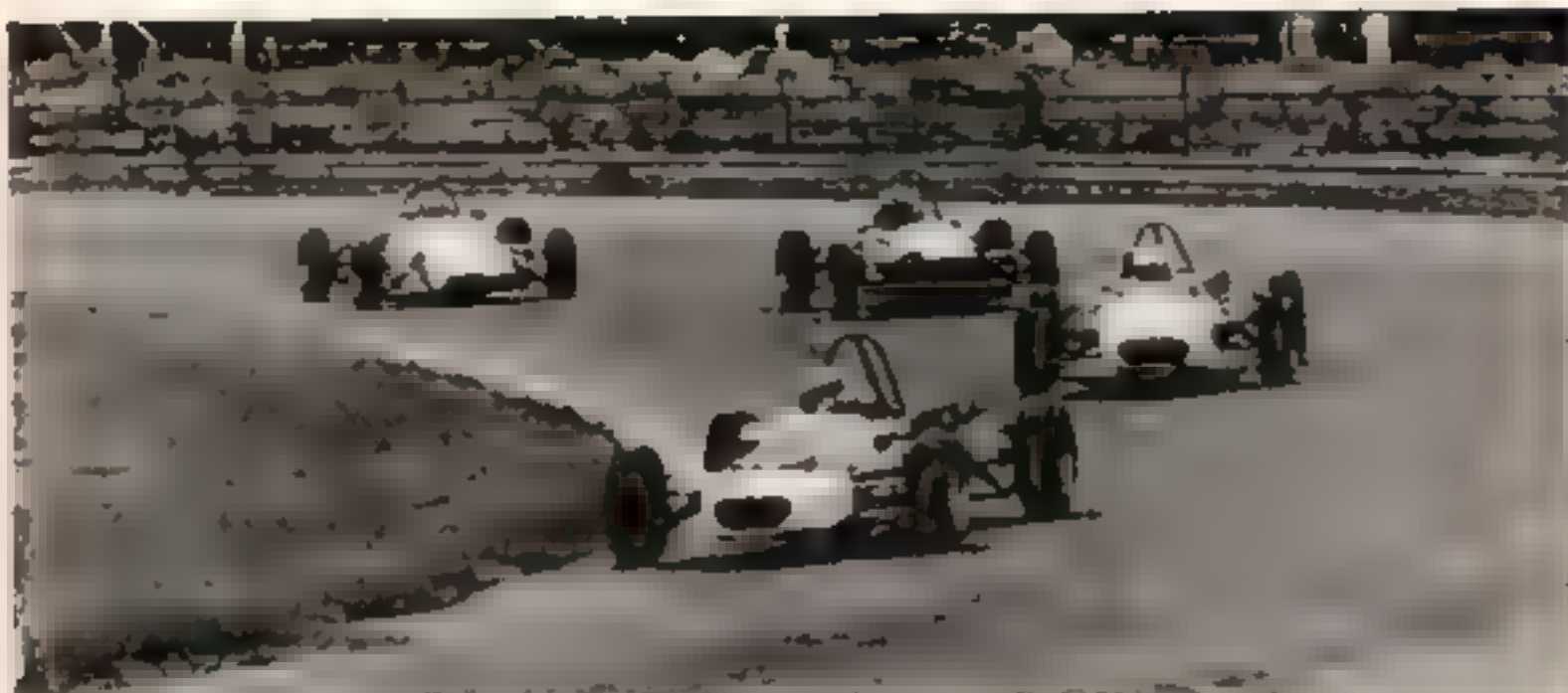
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Chris Alford's Merlyn Mk 17A leads Rich Bacon's Merlyn Mk 11A into the chicane.

## MALLORY PARK

### Many records with circuit changes

The Mid Cheshire Motor Racing Club made their annual visit to the one mile Mallory Park short circuit last Sunday for a series of very club races which resulted in three Formula Ford races, three saloon races and one clubmans—many with the same or similar fields. All rather tedious. A puzzling aspect of the meeting was the removal of the markers on the outside of the Castrol chicane. The complex therefore was turned into a fast sweeping right hander with many of the smaller cars barely lifting off through the corner. As a result a number of lap records were broken but as at least a second lap could be saved by making the detour your reporter considers these records to be very suspect and unfair to the previous record holders.

The Formula Ford entry was split into two races with different fields and another with

a combination of the two. The first of these was a very easy win for Rich Bacon's Merlyn Mk 11A as he set a cracking pace and pulled well clear of a hairy Wilhelm von Tetjen (Royale RP18) who also pulled away from the close trio of John Bright (BPG Mk 4), Andrew Peach and Keith Waters (Palisiers). The next FF race was much more closely contested with Edward Wilcox (Merlyn Mk 11A) chasing Chris Alford's Merlyn Mk 17A all the way but never quite being able to get past. Phillips Bronsky (Dulon MP15) was very impressive as he carved through the field from the 10 s penalty for practising out of session to snatch third place from Nick Done (Alexis Mk 18F) on the last lap.

The last FF blind was the only one to really live up to what is expected of the category with Wilcox, Alford, Bacon and Portuguese Barcelar Moura (in the Dulon

Bronsky had earlier driven) hard at it. Wilcox managed to grab the lead on lap five and from then on kept his head to fend off the constant challenge of Alford. Likewise Bacon kept the Portuguese driver behind despite some very lurid moments in front of the pits.

First of the saloons to race were the up to 1000 cc. Nick Birch (Imp) sat on pole but progressed very little from that point after trouble on the grid. John Hipkiss in the very rapid Mini-Ford scorched into the lead and despite an early effort by Gerry Taylor's Anglia he had an untroubled win. Taylor was equally secure in second place ahead of the close trio of Brian Leonard (Cooper S) and the Anglias of Mike Beckett and Barry Jones (a very smart car this). The over 1000 cc saloons were lumped together with a few modsports but unfortunately Rhoddy Harvey-Bailey's Corvette is still not ready so there were no competitive sports cars at all. Mick Hill scored another win for the famed Capri from John Myerscough's Escort and Bill Cox (Capri-Chrysler) who had trouble finding a gear on the grid.

The saloons all came together for the last race of the day following a clubmans formula race with six starters in which Peter Evans (Access 7X) lapped the whole field. This final saloon race was by far the most exciting of the day. Mick Hill muffed his start completely letting Myerscough and Tom Powell's Cooper S away into the lead. These three ran in this order for four laps then Hill powered into the lead with the Mini glued to his boot and challenging all through Gerard and the chicane. If there had been a man of the meeting award Powell would undoubtedly have won it as time and again he challenged the Capri. In the end power was the deciding factor and Hill won by 1.4 s. Myerscough finished a secure third with one of Tom Wheatcroft's restorers, Graham Tilley. In an obviously immaculate Cooper S fourth. Hipkiss had not entered this second race so Gerry Taylor was able to score a class win amongst the 1-litres.

## PETER RICHINGS

Formula Ford (15 laps) 1 Rich Bacon (Merlyn Mk 11A) 9 m 57.8 s, 91.10 mph 2 Wilhelm von Tetjen (Royale RP18) 10 m 01.0 s 3 John Bright (BPG Eng Mk 4) 10 m 04.0 s, 4 Andrew Peach (Palisier) 10 m 04.6 s, 5 Keith Waters (Palisier) 10 m 04.9 s, 6 John Woodcock (Nile AV) 10 m 05.1 s, 7 Fastest lap: Bacon 38.4 s, 93.75 mph

Special Saloon Cars up to 1000 cc (15 laps) 1 John Taylor (Ford Anglia) 10 m 18.0 s, 87.36 mph 2 Gerry Taylor (Ford Anglia) 10 m 32.9 s, 3 Brian Leonard (Cooper S) 10 m 51.8 s, 4 Mike Beckett (Ford Anglia) 10 m 52.4 s, 5 Barry Jones (Ford Anglia) 10 m 59.0 s, 6 Tony Cooper (Cooper S) 13 spts Fastest lap: Phillips 39.6 s, 90.91 mph (record)

Formula Ford (15 laps) 1 Chris Alford (Merlyn Mk 17A) 9 m 37.2 s, 94.38 mph 2 Edward Wilcox (Merlyn Mk 11A) 9 m 37.2 s, 3 PH po Bronsky (Dulon MP15) 10 m 04.0 s, 4 Nick Done (Alexis Mk 18F) 10 m 10.0 s, 5 Richard Fletcher (Merlyn Mk 11A) 14 spts 6 Edward Saxon (Merlyn Mk 11A) 14 spts Fastest lap: Alford and Wilcox 37.4 s, 94.24 mph

Special Saloon Cars over 1000 cc and Modified Sports Cars (15 laps), overall and Saloons 1 Mick Hill (Ford Capri) 10 m 40.4 s, 84.32 mph 2 John Myerscough (Ford Escort) 10 m 39.0 s, 3 Bill Cox (Ford Capri-Chrysler) 11 m 31.0 s, 4 Anthony Ward (Ford Escort) 11 m 31.0 s, 5 Fastest lap: Cox 39.6 s, 90.91 mph

Modified Sports Car class: 1 Robert Craig (1.6 MGB) 14 laps 2 Ron Hopkinson (1.6 MGB) 3 Bryan Litherland (1.6 Lotus Elan) Fastest lap: Craig 44.6 s, 80.72 mph

Clubmans Formula Cars up to 1000 cc and 1001-1600 cc (15 laps) 1 Peter Evans (1.6 Access Northey 7X) 10 m 17.8 s, 87.41 mph 2 David Huddleston (1.6 U2 Mk 88) 14 laps 3 Dave Goodwin (1.6 Granlin) 14 laps, 4 Neil Kirby (1.6 U2 Mk 8) 12 spts

Up to 1000 cc class: 1 Goodwin 78.92 mph No other finishers Fastest lap: Goodwin 45.0 s, 83.72 mph

1001-1600 cc class: 1 Evans 2 Huddleston 3 Kirby Fastest lap: Evans 39.0 s, 92.31 mph

Formula Ford (15 laps) 1 Edward Wilcox (Merlyn Mk 11A) 9 m 33.2 s, 94.11 mph 2 Chris Alford (Merlyn Mk 17A) 9 m 34.0 s, 3 Rich Bacon (Merlyn Mk 11A) 9 m 40.8 s, 4 Barcelar Moura (Dulon MP15) 9 m 41.6 s, 5 John Bright (BPG Eng Mk 4) 10 m 04.0 s, 6 Andrew Peach (Palisier) 10 m 04.6 s, 7 Fastest lap: Alford 37.0 s, 92.30 mph

Special Saloon Cars up to 1000 cc, 1001-1300 cc and over 1300 cc (15 laps) 1 Mick Hill (Ford Capri) 10 m 08.6 s, 89.89 mph 2 Tom Powell (Cooper S) 10 m 02.2 s, 3 John Myerscough (Ford Escort) 10 m 12.2 s, 4 Graham Tilley (Cooper S) 10 m 14.5 s

Up to 1000 cc class: 1 Gerry Taylor (Ford Anglia) 10 m 26.9 s, 84.8 mph 2 Jeff Hobson (850 Mh) No other finishers Fastest lap: Taylor 40.4 s, 83.11 mph

1001-1300 cc class: 1 Powell 89.67 mph 2 Tony Hew other finishers Fastest lap: Powell 39.0 s, 92.31 mph (record)

Over 1300 cc class: 1 Hill 2 Myerscough 3 Denis Welch (1.6 Ford Anglia) Fastest lap: Hill 39.4 s, 93.75 mph

## BEWDLEY TRIAL

### Moffatt on top form

Completely demoralising the opposition with a second tour of the eight hills without penalty Bill Moffatt stormed back to his best form to walk away with the Bewdley ACs BT&RDA Production Car Trial championship event at Heighington, near Stourport, last Sunday. Moffatt dropped a mere 23 marks on an event which started with 18 fairly tough sections and had 18 more post lunch which were far more difficult due to light rain. The other main star was Denis Wells with his Skoda who gained his first class win of the year in seeing off Messrs Stephens, Hazlewood and Shaw in their Mexicos

Geoff Spencer, chasing his fourth class win on the trot with his Cooper, had a jolt when he was led by John Hodgson (Mini) by two marks at the break but he stormed away in the second half to gain a 22 mark win over Hodgson while Brian Midgley (Clubman) took third four edrift of Hodgson but well ahead of Austen Rumney (Clubman), who had been a single mark ahead at the halfway point

Skoda man Wells had a five mark advantage at halfway from Stephens with Hazlewood a point away third and four ahead of Shaw. Withstanding the pressure in fine style Wells again dominated the proceedings in the second half with a two round total of 85 marks bringing him to a grand total of 134 marks, 14 better than Hazlewood who

pipped Stephens by six

Brian Betteridge and Don Hobbs, now firm sports car enthusiasts, tied the sports car class with their Sprites at lunch on 45 marks, nine ahead of John Sandbach's Austin Opel who in turn had put it across Jean Hazlewood's Sprite and Mike Harrison (Midget), who was way off pace. Jean came good in the afternoon with the best two tour total of 90 marks and this elevated her to second 11 marks behind Betteridge who took his second class win of the series on 137 marks Hobbs faded a little to 149 marks, one behind Jean and Harrison was still in the doldrums.

Moffatt, thanks to his tremendous second tour, arrived for lunch with only 5 marks deficit, nine ahead of Ray Bradley in the former Hobbs Imp. He, in turn, led Nigel Roper (Imp), on 18 marks and Mike Leech (Imp) was on 22 marks. As Moffatt continued almost the impossible Leech was getting to grips with the situation in fine style and had the second best total in the afternoon and this brought him to 58 marks, the same as Bradley who won the class on furthest cleanest. Roper was only one mark behind in an exciting struggle

Overall W Moffatt (Imp) 23 marks (lost Class winners G Spencer (Cooper) 92 marks D Wells (Skoda) 134 marks B Betteridge (Sprite) 137 marks R Bradley (Imp) 58 marks Team Dudley & Don (A Williams, Harrison Moffatt)



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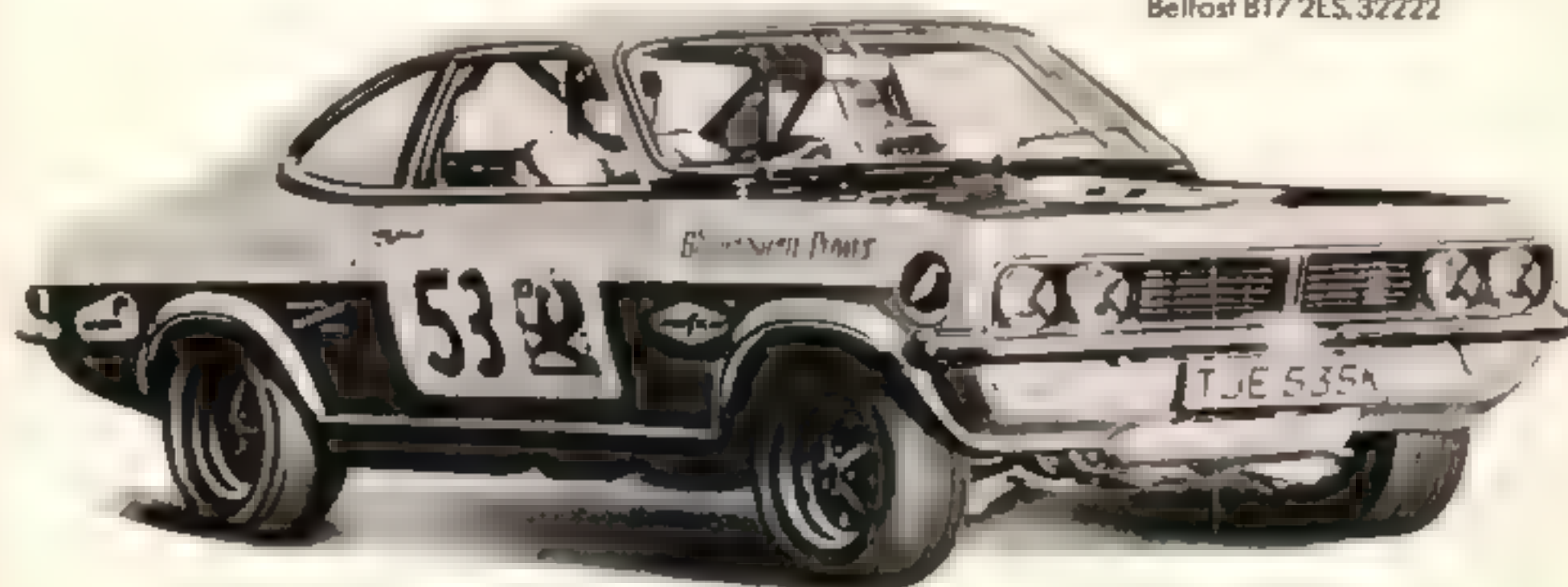
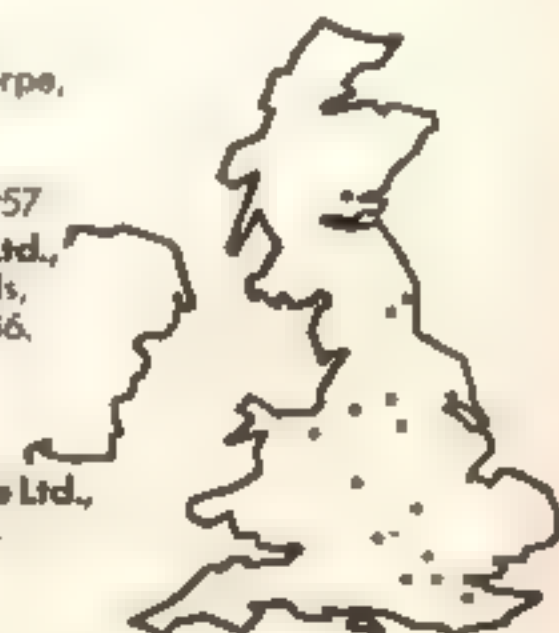
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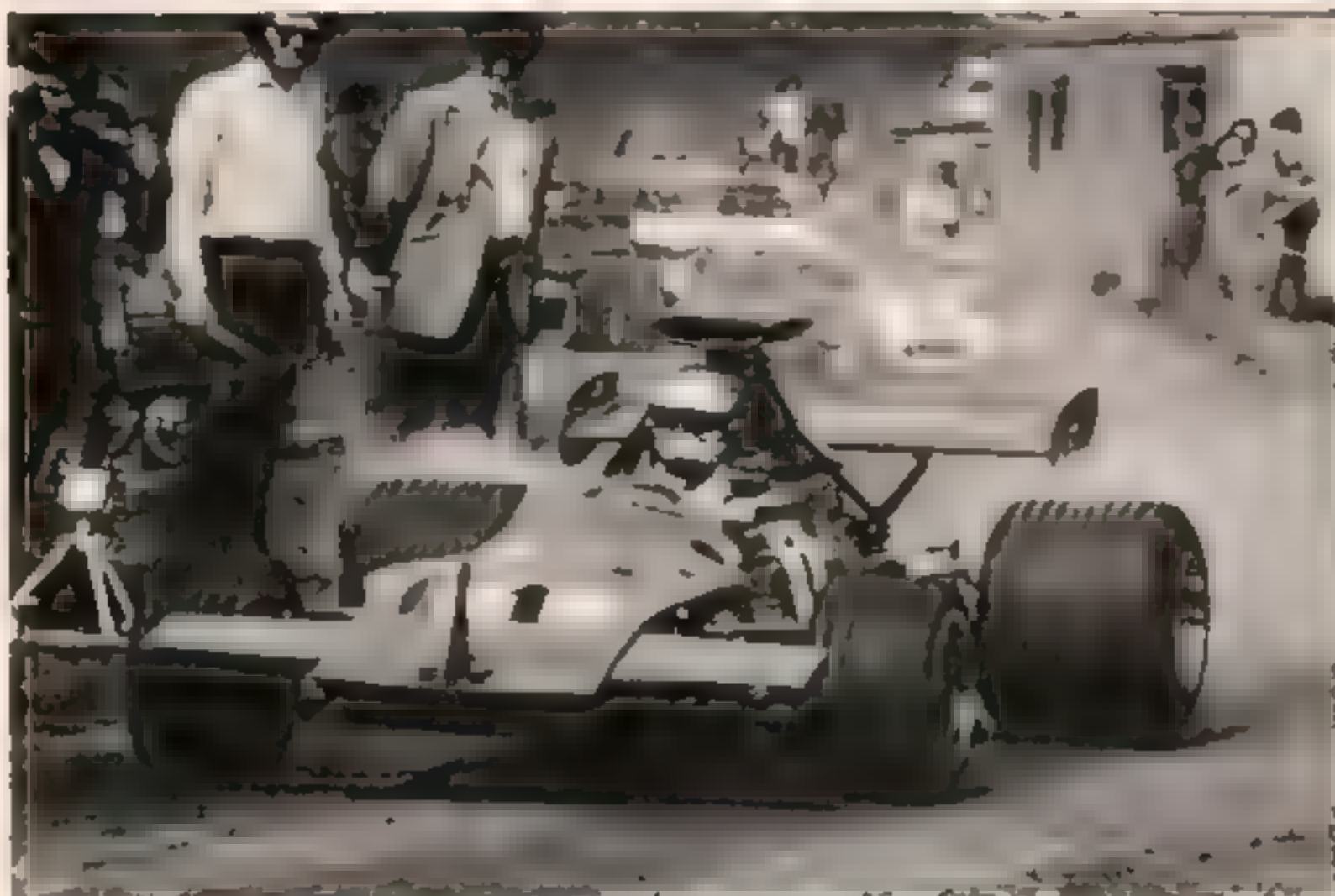
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Sir Nick Williamson powers his Marlyn-DFV off the line for BTD, watched over by RAC steward Neil Eason-Gibson.

## BARBON

# Williamson's quick one

It was one of those occasions when Sir Nicholas shows us just who is the reigning hillclimb champion. The place, Barbon Manor, and the occasion the fourth round of the RAC championship held by the Westmorland Motor Club. Having come third in his class and now lying third after the first championship runs, Williamson powered the Marlyn-DFV off the line, took an impeccable line round the first left-hander, shot up the lower part of the hill and slid neatly on to the main straight. He then hammered up to the hairpin, touched 115 mph, then hard on the brakes, car juddering on the rough surface. The hairpin was almost his undoing as he quickly had to whip the car round having shot too far into it but he kept it on the road and roared over the line. Those watching the clock could see that without a doubt he had beaten Richard Thwaites' new record and a round of applause immediately broke out. There was nothing those following could do about it.

With Nicky Porter absent with a strained back it was left to Richard White to start the record breaking with his smart Escort lowering his own record and just beating Mike Newman's Viva GT, these two being some way ahead of the rest on this remarkably fast hill. While there was only one class for saloons there were two for modsports. In the small class Mike Hanson pressed on well with his Sprite and had nothing to worry about from the opposition, old Spridgets that he beat by over 11 s. There were far more of the larger variety, this class being one of three to have a shared car in the first two places. Pat Hemingway provided one of the highlights of the meeting by beating husband Jack and John Walker's record in the Turner. Dennis Liversidge looked quick in his Elan beating Martin Wyatt's Ginetta G4 to third place.

Only Dick Smith turned up for the small vintage sports car class while in the over 1500s, Chris Winder (Lea Francis) turned the tables on his partner N M S Leyles to beat him on the second run, Leyles having messed up the first corner.

Former Mini and Ginetta driver John Pascoe had no trouble in winning the small sport racing car class in his U2 Mk 11 beating Tony Taylor's strange angular special and Jack Tattersall's elderly front-engined Lola. Alister Douglas-Osborn (U2 Mk 12) was without David Morris to battle with. Nevertheless Richard Jones (U2 Mk 11B) was breathing down his neck as the West Hagley driver obliterated yet another record and earned himself a sizeable lead in the Woking Motors Leaders championship along with Phil Scragg. Third and well below his own record came John Stuart's BDA powered U2 chasing the twin came while also below the record came Tom Clapham, like the winner using a Vegantune 1/c in his U2.

Yet another win for Phil Scragg came in the larger class with his Chevron-BMW B19, beating David Good's record and now thoroughly at home with the car John Cleland's ex-Tony Charnell Playgolf Chevron B8 was driven in fine fashion for second place ahead of the Blankstones, Maggie, fractionally slower on the first runs taking revenge on her last week's defeat by pipping Peter in the end in their ex-John Cussins Ford GT40.

It was good to see that jovial pair from Edinburgh, Alex Brown and David Fyfe winning the small racing car class in their Shannon-tuned Ginetta G17 as they had gone all the way down to Devon last week to suffer a broken gearbox before they had even

run. Without the Franklins and Willoughbys of this world to worry them they headed no fewer than five other drivers who broke the record. Graham Ashley-Smith was third in his smoking Terrapin ahead of Doug Thomson (Ecosse-Imp), Richard Courtney (Vixen), Bob Prest (Dulon) and Harvey McCaig (Vixen)—all below Prest's record.

The 1600cc class was ultra-competitive and yet full of woe. First Bob Blake broke his gearbox casing in two on his ex-Peter Hanson Chevron B15 having come all the way from Jersey. Then Geoff Rollason (Lotus 69), leading after the first runs, found a broken bottom suspension link. Ken MacMaster then shot out of the first corner, clipped the bank and was sent airborne at the most frightening angle. It took a very brave man to keep his foot in as the GRD returned to the track and Ken did just that shooting through the timing trap with the fourth fastest speed of the day. He was quicker than Rollason's first run but must have lost valuable time in the air. It was left to Tony Harrison, now really at home in his Brabham BT 35 to knock one and a half seconds off Agnes Mickel's record. Agnes herself (Brabham BT 35) was suffering from a cold and could only make last place behind husband Gray and Peter Varley (Brabham BT21C)—that's how competitive it was!

Richard Thwaites looked all set to repeat his recent victories in the large class. On his first run he lowered the old record in his Eastern Carpet Stores McLaren M10B but on his second he nearly went off coming out of the final hairpin. Nevertheless nobody could beat him and again Mike MacDowel (Brabham BT 36X) found himself second to the Yorkshireman. Seven more from this class qualified for the top ten runs, led by Williamson, with only Thwaites below the record. Out in the cold were John McCartney's stuffing BRM P160 and the incredibly slow old F5000 Cooper T90. Neither David Hepworth (the record holder) nor Richard Shardlow were present, the Ferguson transmission of the Guyson Sandblaster having broken leaving Hepworth free to concentrate on the Martini Silverstone. Finally Guy Smith (Frazer-Nash) beat Ron Sant in Basil Davenport's GN Spider for the historic award.

At first on the championship runs it looked as if the well-sorted machines of MacDowel and Roy Lane (McLaren M14D) might be in with a chance for they lay first and second, both below the old record. On his second run Lane went even quicker but couldn't match MacDowel's time while the latter used the fabulous acceleration of his Repco-powered machine to go even better. It was to no avail however for Williamson had already done his lightning run. Richard Thwaites, too, wasn't to be outdone and after a lowly fourth placing on the first runs, really tried on his second and, on what was the last run of the day, snatched second place from MacDowel by 1/100 s closing to within two points of the Surrey driver at the top of the championship table.

Chris Cramer has been going about things sensibly with his Grunhale Lager March and at Barbon on unscrubbed tyres was going as quickly as Williamson did last year with the same engine and gearbox. A fine fifth place was the result, the first of those not to beat the record. Tony Griffiths (Brabham BT 33) was driving sensibly after last week's shunt and, with a slightly off-song motor, could not repeat his class time, taking sixth place. David Good produced two very brave runs with the Lyncar-DFV weaving up the straight and squirting the power in the corners. A very creditable eighth was Malcolm Dungworth who had only a Topcliffe BTD and an abortive Harewood in which to learn John Cussins' Saxon Hawk Special (this being the old Tony Griffiths Brabham-Repco BT35X now sprayed black and gold). Saxon Hawk is the trade name for Headrow Clothes, one of Cussins' companies for whom Dungworth works.





Phil Manser saves on tyres but not on time at Newcastle

## Bevan's Naveb at Newcastle

The Castrol/BTRDA Autocross Championship moved to the Potteries last Sunday when the fourth round was staged by Potteries and Newcastle MC at Seabridge, near Newcastle. With an almost full entry the club also attracted a crowd of about 4,000 thanks to very active support from their sponsors Placemate who run a group of discotheques in the region.

John Bevan turned up with Naveb to take FTD, the DAF 66 being promised for the Spring Bank Holiday, but in the classes there were some surprises. Martin Barnard suffered his first defeat with the Datsun, Roger Dowson took the combined sports and big conventional saloons with the GT6 and Peter Withers produced some spectacular motoring to take the big S class. It was interesting that apart from Bevan the next three specials were within one and a half secs of each other.

The Porsche 911S of Brian Evans and David Marston carved out first and second in the standard saloon class, Evans getting the class with 2 m 12.8 s by almost 1 s while Colin Wild (Mexico) pipped Barnard by a whisker for third. Midlander Nick Garner was easily

the quickest of the 23 up to 875cc Minis, his best of 5 s being 2.5 s quicker than Clive Stafford who came from nowhere on his second run to beat Clive Holland by just over 11 s.

The smaller conventional saloon class attracted a dozen competitors and resulted in Bob Merridale gaining his first class win with his 1300 Escort. He turned in 2 m 7.8 s to head Bernard Swift by a second and Jerry Ray was equidistant in third in an Escort dominated award list. A pathetic entry of only three sports cars were amalgamated with the big saloons but Roger Dowson came out on top with the GT6 he shares with Paul Northall. Dowson, gaining his first class win in 2 m 6.7 s, was in fine form and beat his mate Paul Northall quite handsomely though he was still quicker than the best of the Escorts which was John Clarkson's 1700 model. John was as spectacular as ever and came nearest to single wheel motoring after an almighty jump on his second run. On each run he collected 5 s penalty for erring but was still a fraction ahead of Tim Greenhill's Anglia.

The rear engine saloons were also light on the ground and in the absence of the big VW's, Roger Burn nipped in to collect nine points with 2 m 5.5 s against very poor opposition. Roger Brunt in his fibreglass Mini came up against Frank Morris in determined mood in the up to 1000 cc Mini class. Brunt led initially after Morris had gone astray but the latter collected it all together nicely on the second run to take the class with 1 m 59.5 s, with Brunt on 2 m 1.1 s and Mick Fox some way back on 2 m 5.3 s.

Peter Withers went home smiling after a fine class win in the big Minis class in his 1397 cc version with 2 m 0.5 s, the result of consistent motoring. Terry Smith's HF Sprint team car was 3 s quicker on the first run but he had clobbered a marked and when Smith boomed at the start of his second run and collected markers like they were going out of fashion, Withers was home and dry with Robert Bevan second in 2 m 1.4 s, although not completely happy about his car. With Bevan turning up with Naveb the specials were left to scrap for the points in the championship as John swept to FTD in 1 m 54.7 s, and Richard Judge (RJS) returned north with nine points from a 1 m 58.3 s pipping Howard Parkin's latest Cannonball by a second who, in turn, was a fraction quicker than Ken Bottomer's Autoplas creation. Bevan also won a special award on a class improvement basis when class winners took a third run.

STD J. Bevan (Naveb) 1 m 54.7 s  
Class winners: B. Evans (Porsche 911S) 2 m 12.8 s  
N. Garner (Mini) 2 m 5.5 s R. Merridale (Escort) 2 m 7.8 s  
R. Dowson (Triumph GT6) 2 m 6.7 s R. Burn (Imp) 2 m 5.5 s P. Morris (Mini) 1 m 59.5 s P. Withers (Cooper) 2 m 0.5 s R. Judge (RJS) 1 m 58.3 s

## Priddle's new car this weekend at the Pod

The Bank Holiday meeting at Santa Pod raceway, sponsored by Hot Car magazine, and organised by the BDR&HRA, will have the biggest field of AA Fuelers ever assembled in this country. Leading the entrants is Dennis Priddle in his new American built car with Donovan 417 engine, and his old car, "Mister Six," will also be running, with team member Tony Gane driving. Clive Skilton has entered his American rear engine car, while Roland Pratt has also entered the "Hillbillies" rear engine machine. Allan Merridge will again drive the Raceways Don Garlits 426 powered front-engined car, backed up by the 427 Ford Commuter that scored a surprise win at Easter. Rounding out the entrants is Nobby Hills' car with Mike Hutchinson driving, and looking for his first seven, although he has already hit 192 mph in 8.02 s.

Again the biggest single category will be the Top Street class, with over 20 cars entered for the STP Championship. Mike Yun's strong Corvette will be strongly challenged by the Rose brothers beautiful 440 Baracuda, which was unable to show its potential at the recent rained out meeting, although it did manage to hit 102 mph in the rain.

Pete Crane hopes to be out with his Pro-Stock Camaro to join Harvie, Pilling, Goggin and Dickson, whilst all the usual cars will be out for two days exciting racing. Both days start at around one o'clock, with practice all morning.

● This Sunday, the Swansea MC are holding an Erso Uniflo sponsored hillclimb at Penrice Castle, Gower Peninsula, Glamorgan, and with £750 in prize money, many of the top names are entered. Amongst them are Richard Thwaites, Roy Lane, Peter Boshier-Jones, Geoff Rolleson, Richard Evans, while the three ERAs of Venables-Llewellyn, Moffatt and Bill Morris add interest to the entry. Practice is on Saturday and the event starts at 11 am on Sunday.

### Barbon continued

Following the Harwood blow-up the car was not using the proper beads. Ninth was a warning to the established stars. Having only done a few laps of Croft stuck in one gear during the week, Tony Bancroft arrived with his ex-Bill Wood Pennine Motor Group McLaren M10B for his first single seater competition and proceeded to learn the car very sensibly. But for a missed gearchange going into the first bend on his last run he could have well got into the 25 s. The only one not to improve on his first run was Tony Harrison and he paid the penalty by falling from eighth to last, still coming down the hill grinning from ear to ear. There is now a short gap (while Griffiths does a few European climbs) before the next round at Shelsley Walsh on June 10.

IAN WAGSTAFF

STD 514 Williamson (30 Martyn-Cumworth DFV) 24.07 s (record)  
Class winners: R. White (1.6 Ford Escort) 24.77 s  
M. Hanson (1.3 A.M. Sprint) 31.00 s Mrs. P. Hemmings (1.6 Turner Ford) 30.25 s P. R. Smith (1.3 Frazer Nash) 37.49 s  
C. Windsor (2.0 Cosworth) 34.75 s J. Pascoe (1.3 V2 Mk II) 31.90 s A. Douglas-Osborn (1.6 V2 Vantage) 31.12 s 24.44 s P. Scragg (3.0 Chevron) 24.35 s BMW B19 24.70 s A. Brown (1.0 Gnat) Shannon Imp G17 27.51 s A. Harrison (1.6 Brabham Hart BDA BT35) 25.87 s R. Thwaites (5.0 McLaren Chevron M10B) 24.23 s G. Smith (2.0 Frazer Nash) 32.92 s  
New class record  
RAC Championship Pod-Off 1. Williamson, 24.02 s 2. Thwaites, 24.22 s 3. M. MacDowell, 33.3 Brabham Repto BT35X 24.23 s 4. R. Lane, 35.7 McLaren Chev 3.0 M1AD 24.34 s 5. C. Cramer (2.0 March Hart BDA 723) 24.79 s 6. A. Griffiths (3.0 Brabham Cosworth DFV) 24.33 s 25.04 s 7. D. Good (3.0 Lyncar Cosworth DFV) 25.70 s 8. M. Douglas-Osborn (3.0 Brabham Repto BT35X) 26.03 s 9. A. Bancroft (3.0 McLaren Smith Chevron M10B) 26.06 s 10. A. Harrison (1.6 Brabham Hart BDA BT35) 26.18 s  
Championship positions (after four rounds): 1. MacC 34 points 2. Thwaites, 32 3. Lane, 28 4. W. Hanson, 27 5. Griffiths, 21 6. Cramer, 18 7. D. Hepworth (5.0 Hepworth Chevron FF 4WD) 17 8. P. Boshier-Jones (3.5 Brabham Bu ch BT21C) 16 equal 9. G. R. Axon, 15 10. L. L. Hart FVA 69 11. K. MacMaster (1.6 GRD Hart BDA 272) and Good 7  
Waiting Motors Leaders Championship (after four rounds): Equi 3. Douglas-Osborn and Scragg, 33 points 3. D. Franklin (1.0 V2 Imp) 27 4. D. Morris (1.6 V2-FVA Mk II) 19 5. J. Turner (500 Cooper Norton Mk 101) 18 equal 6. C. Mylne (500 Cooper Norton Mk 101) and Green, 15





Flashback to the Austrian Wills rallycross round with Taylor's Escort side-by-side with Roser's Alpine

## FELIXSTOWE

### Alcock takes BTD

Fine weather again blessed the Castrol BTA RDA Autotest Championship when they made their annual trip to Felixstowe, last Sunday, where the Eastern Counties MC had sponsorship from the local council, together with Tolly Cobbold Brewery, for their annual event on four car parks along the promenade.

Forty three competitors turned up to tackle 16 tests, several of which were extremely fast and on such an occasion it was not unsurprising that Roy Alcock scored BTD in his Cannon and took the President's Trophy. He had a time of 654.8 s, excluding BT & RDA percentage, which Eastern Counties ignore for their premier award and but for one poor test where he not only incurred 10 s penalty but was slow by comparison he would have won the event outright even with handicap.

## Ravenscroft again

Although troubled with clutch problems on the Lola T142 and he and his father only did one run each, John Ravenscroft from Stafford still took BTD comfortably at the Halesowen sprint at Curborough last Sunday in 33.1 s. Star of the event was Barry Brant with his 800 Cooper who established a new class record in 39.1 s, beating the previous long standing best by more than 1 s. He gave an impressive performance. An unusual class was for Bristol cars which attracted five entries and was won by A. Bennett's 401 in 48.8 s.

Taking a breather from rallying Malcolm Oxborrow took the standard saloon class in his Cooper S in 42.2 s and Henry Bayliss (Cooper) had a narrow victory in the special saloon class with his Cooper in 40.8 s, just 0.2 s in front of W. Hollins in a similar car. In the road going sports car class, which is growing rapidly in popularity, Herbert Shepherd (E Type) just pipped J. Nabbutt in his Sprite, in the 1800 cc racing car class the Brabham BT31 of Tony Street had a comfortable 2 s in hand over B. Oddy (Cooper).

**STD** J. Ravenscroft, L142 7147, 33.4 s, Class winners M. Oxborrow, Cooper S 42.2 s, A. Bennett, 401 48.8 s, H. Bayliss, 1000 40.8 s, B. Brant, 800 39.1 s, J. Nabbutt, E Type 40.1 s, D. Bayliss, 500 38.0 s, J. Shepherd, 1800 38.3 s, M. Richardson, Chevron 36.9 s, B. Oddy, Cooper 35.8 s.

Second overall, and taking maximum points in his class, was Trevor Smith (Sprite), who totalled 658.5 s with Don Harris, a regular from not so long ago, showing much of his old form by taking second in his Midget on 670.3 s. This left Denis Beare (Sprite), in a lowly third spot thanks to a penalty and an incorrect test.

Class 1 produced a win for Rick Eshhorn in his 997 Mini in 754.3 s, well ahead of Chris Motimer in a similar car Peter Noad, without the 2-litre engine VW—it had problems during the week—had to work hard to gain his victory in the long wheel based saloons class. He was harried throughout by Keith Webb on top form in his Escort GT and scraped by 0.4 s in 736.7 s.

Both collected a penalty during their struggles and it was fortunate that Tony Hunt (Mexico) also had a moment and was unable to make advantage of the situation. One of the biggest class successes was that of Phil Darbyshire in his Clubman GT who romped away from Dave Wallis and John Larkin, both Cooper Ss, to win by 14 s Wallis pipped Larkin by 3 s.

Despite his penalty Roy Alcock was still handsomely ahead of brother Eddie and the Ladies' award was once again won by Mrs Rita Daniels in the DHV Novice winner was another woman, Mrs Felicity Kerr, driving an ex-Dan's Cannon.

Overall: R. Alcock, Cannon, 654.8 s, Class winners: R. Eshhorn, Mini, 754.3 s, D. Harris, Midget, 670.3 s, P. Noad, VW, 736.7 s, K. Webb, Escort GT, 736.7 s, T. Smith, Sprite, 658.5 s, D. Beare, Sprite, 670.3 s, M. Richardson, Chevron, 36.9 s, B. Oddy, Cooper, 35.8 s.

## Exciting sprint at Wroughton

Marlborough driver John Moulds scored an exciting but narrow overall win last Sunday when Cirencester CC ran their first sprint of the year at the attractive undulating 2.3 mile course at Wroughton airfield near Swindon. Moulds, in his Merlyn Mk 17 had a best time of 1 m 40.5 s, to pip Robert Wallinger (Spectre) by one tenth. Nearly 100 competitors took part in the 11 classes.

There were some tight struggles in the division. Colin Rogers (Mini), took the up to 1200 cc saloons class by 0.3 s from B. Dagge's Imp. In the mod sports category R. Trye (Elan) took the 1301-3000 cc class by 0.3 s ahead of Mike Overton's Marcos and in the smaller racing car class E. Lewis (Lotus) had a similarly small margin in hand over R. Hartley's Brabham. Jonty Williamson, in his 5-litre McLaren, took the big class but was some 5 s off the pace set by Moulds.

**STD** J. Moulds, Merlyn 17, 1 m 40.5 s, Class winners: R. Trye, Elan, 1 m 50.5 s, R. Hartley, Brabham, 1 m 54.8 s, E. Lewis, Lotus, 1 m 44.5 s, J. Williamson, McLaren, 1 m 49.5 s.

## Continued from page 9

Neither of them wanted to give way and the result was a couple of bent cars, with Brett coming off second best, the right-front corner of the tub getting a bad thump.

Matich was going much better now, picking up time with every circuit and soon up to a good ninth place. Just ahead of him Johnny Walker was looking for a way around Lazier's Lola and their dice held them up enough for Matich to make large inroads on their advantage to him.

While Scheckter and Bell were now firmly ensconced in first and second, Gethin had been consolidating his third place and even trying to catch Bell. But a backmarker slung a thick wad of hay at the Chevron on the eighth lap and with the nose covered Peter could only sit and watch the temperature gauges climb to an uncomfortable level. Fortunately the Chevron men had strung a few pieces of wire across the intake after the heat, and the straw didn't get sucked into the opening, leaving at least some breathing space.

Behind Gethin a good fight was shaping up between Wietzes and Stewart. The Canadian was going really well, lapping with his usual great consistency but finding a real problem in Stewart who was just not about to let any gaps open to his pursuer. Wietzes' weekend of ill-fortune was capped when the Bertz started to puff out some heavy oil smoke and he was forced to let Stewart go before stopping at the pits and losing a couple of places.

Matich was going really well during the last half dozen laps, having disposed fairly readily of Lazier and then finding an enthusiastic adversary in Walker and his Matich A50. But Frank was able to assert himself and pressed on by Walker with seven laps left and then drew away to a well-deserved fifth.

Tony Adamowicz had another frustrating run in the Black Label Lola. He had been a good sixth early on, but was finding the car very twitchy after Roy Woods crew had decided to stiffen the chassis in an effort to make the thing work at least reasonably well. As it was this only made the car particularly difficult to drive and almost unmanageable in the slow corners. Adamowicz got caught out by the loose gravel that was being thrown up from the rough verges and lost a couple of places with a quick spin before working back up to a distant sixth by the end.

Graham McRae got his first L&M point of the season with a tenth place finish in his brakeless, powerless, tachless McRae. He made it look as if the thing was an entirely driveable racing car and was even seen to outbrake people from time to time.

Without the slightest hint of hesitation from the Trojan, Scheckter drove on to a thoroughly deserved victory. A victory in which he showed how well he can drive a powerful single-seater and how much ability he has. Jody now has a large L&M points lead, but he now has to deal with the legendary Penske/Donohue combination who are due to be at Mid Ohio in two weeks time. For Scheckter this next F5000 race will be a major bridge.

Michigan International Speedway, May 20  
L&M Formula 5000 Championship, round 3  
Final, 25 laps

1 Jody Scheckter (Trojan Smith/Chevron T107) 40 m 54.14 s, 117.403 mph  
2 Dave Bell (Lola Smith/Chevrolet T330) 40 m 56.725 s  
3 Peter Gethin (Chevrolet 5m 1/2 Chevrolet B24)  
4 Mike Stewart (Lola Smith/Chevrolet T330)  
5 Frank Matich (Matich Repco/Morgan A51)  
6 Tony Adamowicz (Lola Woods/Chevrolet T330)  
7 Eddie Walker (Lola Banz/Chevrolet T330) 24 laps  
8 Johnnie Walker (Matich Repco/Morgan A50) 9, Bob Laker (Burger Chevrolet T330) 10, Graham McRae (Lola Banz/Chevrolet GM1)  
Fastest lap: Scheckter 1 m 35.307 s, 113.918 mph  
Heat 1: 17 laps, 1. Scheckter 27 m 26.66 s, 113.02 mph, 2. Bell 3. Juchin 4. Evan Noyes (McRae) 5.17, Chevrolet GM1 5. Wietzes 6. Adamowicz (Penske) lap 5 Scheckter 1 m 34.797 s, 113.978 mph  
Heat 2: 37 laps, 1. David Hobbs (Lola/Morand/Chevrolet T33) 26 m 56.95 s, 108.77 mph, 2. Stewart 3. 6.6 Murr (Lola/Chevrolet T330) 4. Jon Woodner (McRae) 5. Laker 6. Harry Ingle  
L&M Championship Positions: 1. Jody Scheckter 35, 2. Peter Gethin 35, 3. Dave Hobbs 22, 4. Brian Redman 20, 5. Tony Adamowicz 18.



## Noble stars at Knebworth

13th May saw Falcon MC's first Four Abreast autocross of the year at their permanent circuit in Knebworth Park. Star of the meeting was Roy Noble who took home a large part of the £150 prize fund for winning the eliminator in his 3½ litre Hurricane V8 Special. The LCAMC championship qualifying runs prior to the eliminator saw Noble take BTD half a second in front of Eric Nosek's rapid Mini Cooper S.

Despite interruptions from a herd of goats straying across the circuit, 16 very fast cars qualified for the final stage of the eliminator and a crack at the large prize fund. With the winner only going forward to the final the contestants in the first semi-final stage were really charging in to the first corner. John Creasley used the traction of his Imp to lead the pack all the way round, despite two Minis and an Anglia snapping at his heels.

The next race saw the 1650 cc Escort of Tom Ford being chased very hard by Mike Walsby's 998 cc Mini. Walsby closed up on the corners but couldn't quite squeeze by the Escort. On the straights Walsby's power deficit told, so it was Ford-Mini across the line miles in front of the remaining two runners. Laurie Manifold flew in by helicopter to see Barry Prior competing in his old car which is now entered under the Cut Maple/Flairrepares banner. The 1900 cc VW of Prior blew the rest into the weeds and Claxton's supercharged Spitfire and Rumney's Escort were left to their own private dice.

Eric Nosek is now recovered from his very nasty Lydden roll last year and has lost none of his old skill. Eric was unfortunate to be drawn against the Hurricane of Roy Noble. The V8 is ideally suited to Knebworth Park's long straights and Eric and the other two runners were unable to get near it. So to the financially lucrative final. The three rear-engined cars left the Escort standing and coming out of the first bend Prior's VW held a narrow lead from Noble's Hurricane and Creasley's Imp. Passing the line for the first time Noble reached one hand to his goggles and simultaneously Prior spun in front of him. Noble managed to avoid the gyrating VW and carried on to finish 50 yards in front of the battling John Creasley (Imp) and Tom Ford's Escort. Prior trickled over the line half a minute later to the applause of the crowd for his fine effort.

Eliminator: R Noble 13.5 Hurricane V8 7 J  
Claxton 998 cc 3 T Ford 1650 Escort 4 B  
P.O. 900 VW  
LCAMC final BTD: R Noble 3.5 Hurricane 1 m  
34.71 Mike Falcon D McOr 10 M 1 m 35.8 s  
Class winners: K Handman 1300 Ang 1 m 39.3 s  
C W Johnson 1.3 Arg 1 m 39.4 s E Walsby 1.0  
M 1 m 41.2 s T Ford 1.7 Escort 1 m 47.3 s  
Griming (Porsche) 1 m 37.1 s E Nosek (1.3 Cooper  
S) 1 m 34.7 s R Johnson (1.9 Buggy 1 m 43.1 s

## Another Ford rallycross win

Second round of the European Rallycross Championship, at Buxtehude, Germany, went to Rod Chapman's Ford Escort, with John Taylor (Escort) second and Per Eklund (Saab) third. In fourth place came F Wurz (Porsche-VW), with S. Blomqvist (Saab) fifth and R Riefel (Porsche-VW) sixth, followed by Harry and Jan De Rooy's DAF-Ford RS 1600s. Current championship placings: 1. Taylor, 28 pts; 2. Chapman and Eklund, 25; 3. Blomqvist, 23.

● The Wigan and District MC has recently been affiliated to the RAC and the club hopes to be running its first rally soon. At present, membership stands around the 80 mark but is continually growing.

## Simca win Goggin Rally

Last weekend's Goggin Rally, organised by Owen Motoring Club for semi-experts and novices, was won by Peter Saunders and Terry Langford in a Simca Rallye. They dropped 10 m on the 140 route in Staffs and Shropshire to take the John Parsons Trophy by more than 3 m. The winners were the only crew in a field of 86 to clean the one selective of five miles.

In the semi-experts class the winners were W. Dixon M. Galleat (Cooper), who dropped 13 m 9 s and they had a clear margin over Bryan Bayley/Alan Fellows (Escort TC) on 16 m 21 s.

The novice award went to Philip O'Dell and Ken Bullock (Escort GT), who finished third overall on 14 m 21 s and the class was taken by Eric Wilkinson/Lou Badger (1275 Mini), on 17 m 27 s. Coventry & Warwickshire took the team award through A Gray M. Wall and R. Watkins/J. Smith.

Overall: P Saunders/T Langford Simca Rallye  
1 m Class winners: W Dixon M Galleat 4 Cooper  
1 m 9 s E Wilkinson L Badger (1275 Mini) 17 m 27 s  
Novice: P O'Dell K Bullock (Escort GT) 14 m 21 s

## 361 autocross series details

For the fourth consecutive year, the popular 361 autocross championship starts again next month under the sponsorship of Uniroyal tyres and organised by Billericay, Gaynes and Hartswood MCs. This year's championship will follow a similar format to previous ones although this year there will be five instead of six rounds. The first meeting is at Claydon's Farm, East Hanningfield, Essex, on June 17, and this meeting should be one of the highlights of the year, as it also counts for the Castrol/BTRDA autocross championship. Other dates are on July 1, August 5, and August 27, with the final taking place on September 2.

1972 champion Tony Merridale will be making another bid for the title in his Broad speed 1300 Escort but will face tough opposition from Graham Hathaway who has installed a Dave Smith prepared 1300 cc TC engine into his Anglia.

Tailpiece a group of Simca Rallyes squeal through Becketts with a Marina in last Sunday's excellent production saloon race at Silverstone.



## German stars at Silverstone

The entry for the NDRC's Silverstone International on June 24th looks like being good, with five German entries received to date. Heading these will be Willie Hesterman driving the famous "Mafia Mouse" Topolino that ran at the first International in 1970. This has a 454 Chevrolet engine, and is one of the leading cars in Germany. Friedrich Krux has entered a 350 Chevy injected dragster, and two street cars and a modified VW complete the entry. The Street cars are John Wyles, who ran at Santa Pod last year in his Roadrunner, and has so far won 29 out of 35 meetings since being based in Germany. Joining him is James Eury in a '67 Camaro that is also one of the leading street cars over there, and both should be strong contenders in the Top street class.

Krux's wife Gisella will run the VW, which is built to American "I Gas" rules with a 200 bhp 2.1-litre engine. The super-light US cars in this class run in the 10s, so this could be quite an eye-opener if it is built to the same standards.

Five entries have also been received from Sweden, and more details of these cars will be available soon.

● In addition to all the usual races, a big saloon feature is the attraction at the Co Kil dare MC Motorcraft Mondello on June 4, the Irish Bank Holiday Monday. English drivers scheduled to appear include Mick Hill (Capri V8), Gerry Marshall (Vauxhall Firenza), Doug Niven (Escort V8), John Chappel (Mini) and John Homewood (Imp). The Irish line-up will include the Vauxhall Viva trio of Des Donnelly (16-valve engine), Jackie Patterson and Jay O'Malley; the two Escort-FVCs of Mattie McNamara and Tony Brennan; Tom Stafford's Anglia 1/c; and the Imps of David Hall and Vinny Moy (Ford powered).

● Dave Coles, driving a 1098 Mini, set best overall time at last Sunday's co-promoted autotest meeting arranged by Welsh Border CC at the Old Smithfield car park, Oswestry. He had a time for six tests of 1 m 48.9 s. Other class winners were: Malcolm Smith (850 Mini), 1 m 59.6 s; Ian Williams (1275 Mini), 1 m 57.9 s; David Jones (1600 VW), 2 m 54 s, and Keith Northall (Midget), 2 m 23 s.



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**BMW 2002 COUPE. 1970.** Automatic. Finished in mid blue with contrasting interior. Fitted PD red o. Two owners. 24,000 miles from new. £1295

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**TRIUMPH TR6. DEC 1970. J REG.** Extras include wire wheels, overdrive, hard and soft tops. Finished in German red with black trim. £1225

**MG ROADSTER. 1971.** Fitted overdrive, radio, air horns, tonneau with spots, etc. Finished in top blue with tan trim. £1165

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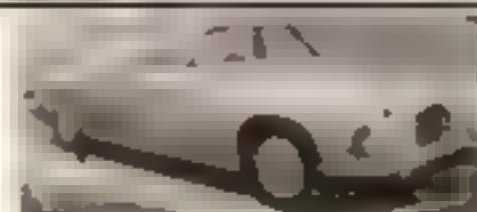
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Tuned by David Wood Engineering. Few race miles since complete overhauling. 1972 series engine, complete with dry sump oil pump, etc

Price £275 ono

Also

4 MAE matched pistons

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1000 cc steel 5-bearing crankshaft

Prices on request

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## STUART GRAHAM MOTORS

### GROUP ONE CAPRI 3000 GT

fully prepared and sorted. Brand new blue painted engine and gearbox. Built regardless cost. Immaculate, ready to race

Spares etc £1450 ono. PX considered

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## MARCH 722/24

Ex Patrick Depailler rolling chassis and FT200 gearbox with full-width nose and front radiators. Original nose and side radiators available. Fitted with 10s and 14s.

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## SKILLED MECHANICS

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# AUTOSPORT MARKET PLACE

Sport and Performance Cars 51-62 Racing and Competition Cars 63-71 Transport Motor Cars 72-74

## TEAM SURTEES LTD

EDENBRIDGE KENT ENGLAND  
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Team Surtees has surplus to its requirements two 1972 Formula 1 TS98 works chassis, complete less engines. These chassis can be immediately converted to Formula 5000/Formula "A" spec with parts available to make a very competitive car. Ample spares available for maintenance.  
£2,500 each, no offers  
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Also available exhaust systems to suit Brabham twin cam. Engine would suit Escort, etc.

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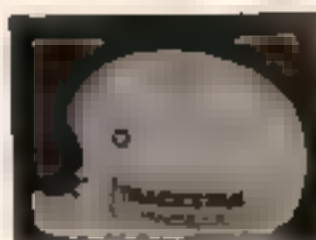
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Transmission: Single dry plate clutch, four-speed all-synchromesh gearbox with top three changes at 1, 0, 1, 41, 2, 22 and 3, 10 to 1. Laycock overdrive, ratio 0.82 to 1. Hypoid rear axle, ratio 3.33 to 1.

Chassis: Box section steel frame and glassfibre body, independent front suspension by wishbones and coil springs with anti-roll bar, rack and pinion steering, live rear axle on beam with trailing arms, Watts linkage, and coil springs, telescopic dampers all round. Gearing: servo-assisted disc front and drum rear brakes, bolt-on wheels fitted 185 SR 14 red air ply tyres.

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Dimensions: Wheelbase 8 ft 5 in, track (front) 4 ft 7 1/2 in, rear 4 ft 5 1/2 in, overall length 14 ft 2 in, width 5 ft 6 in, weight 1 ton 2 cwt 10 lb.

Performance: Maximum speed (direct top) 120 mph. Speeds in gears: overdrive 1st 27 mph, 2nd 40 mph, 3rd 53 mph, 4th 63 mph, 5th 70 mph. 1st 42 mph, 2nd 50 mph, 3rd 60 mph, 4th 70 mph, 5th 80 mph. 0-50 mph 12.5 s, 0-100 mph 25.5 s.

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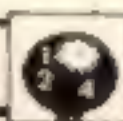
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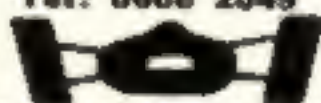
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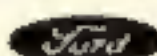
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